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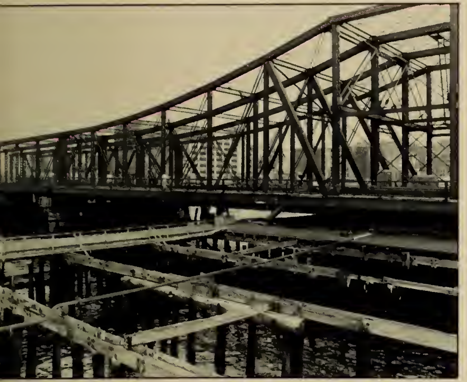
Investing In Boston's Future: A Five-Year Capital Plan



Raymond L. Flynn, Mayor

Mayor's Office of Capital Planning
Mary Nee, Director

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Investing In Boston's Future: A Five-Year Capital Plan

September, 1985

Raymond L. Flynn, Mayor
Mayor's Office of Capital Planning
Mary Nee, Director

CITY OF BOSTON • MASSACHUSETTS

OFFICE OF THE MAYOR
RAYMOND L. FLYNN

September, 1985

To the Citizens of Boston:

I am pleased to present Investing in Boston's Future: A Five-Year Capital Plan. The time has come to repair and rebuild our city.

This document is the result of months of research, assessment, and policy recommendations prepared by the newly created Office of Capital Planning, in conjunction with a wide range of city departments. The plan is a comprehensive, practical approach to the City's capital needs and requirements.

The City has not undertaken a capital plan of this magnitude for nearly 25 years. Lack of foresight and regular repair, compounded by the City's financial woes, has taken its toll. Much of our physical plant has severely deteriorated. Boston City Hospital, the primary source of health care for our poor, operates facilities that are inefficient and obsolete, and must be rebuilt. Neighborhood police stations which were closed have not been reestablished as community resources. Roadways which should have been replaced long ago have been patched and repatched. Our library system, the oldest in the nation, has suffered from years of neglect.

The sorry state of our public buildings, roadways, and park land is reversible if we act decisively and at once. This is the time to begin. The historic enactment of local option taxes for Boston and the upgrading of the City's credit rating have put us on improved financial footing. We have studied our physical plant, assessed its condition, and determined priorities within a prudent investment framework. We have the knowledge, the expertise, and the commitment to move forward.

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The City of Boston needs and deserves this investment. We are privileged to live in a place of such physical beauty and historical significance. We must protect and preserve these resources, while encouraging Boston's continued economic resurgence. It is with great pride that I address this challenge and in so doing reaffirm my commitment to Boston, our neighborhoods, and our people.

Sincerely,

Raymond L. Flynn

Raymond L. Flynn
Mayor

TABLE OF CONTENTS

FOREWORD.. 1

ACKNOWLEDGEMENTS................................ 19

FINANCING BOSTON'S INFRASTRUCTURE............... 21

DEPARTMENTAL NARRATIVE

- POLICE.................................. 41
- FIRE.................................... 55
- HEALTH AND HOSPITALS.................... 71
- PUBLIC WAYS............................. 91
- PARKS AND CEMETERIES.................... 109
- LIBRARIES............................... 121
- SCHOOLS................................. 133
- RECREATIONAL FACILITIES................. 143
- MUNICIPAL AND HISTORIC BUILDINGS........ 153
- BRA..................................... 169
- NDEA.................................... 181
- EDIC.................................... 191
- COUNTY COURTS AND CORRECTIONAL FACILITIES... 201

CAPITAL BUDGET

- CAPITAL EXPENDITURES.................... 213
- CAPITAL PROJECT FINANCING............... 265

APPENDICES...................................... 289

GLOSSARY.. 295

FOREWORD

Investment in Boston's infrastructure is an investment in Boston's future. The five-year capital plan described in the following pages is a major step forward for the City of Boston. It marks the first time in nearly 25 years that an administration has proposed a comprehensive program to rebuild the City's capital plant. But this plan represents more than merely refurbishing buildings or restoring parks. With it, the City begins a renaissance in the delivery of vital neighborhood services.

This document will serve as a guideline for an ambitious five-year construction program. When completed, a majority of the public facilities that deliver essential city services will be restored. This plan will inaugurate the design and construction of new police stations and libraries. It will schedule the purchase of new fire equipment. It will outline plans for a new Boston City Hospital. It will target funds to rebuild parks and recreational facilities. And it will aid in the revitalization of neighborhood commercial centers and public structures.

The research conducted to formulate this proposal identified more than $760 million in outstanding capital needs. It is clear, however, that this immense backlog will not be erased overnight; this plan does not attempt to do that. By proposing to spend $632 million of city, state and federal dollars, over the next five years, the Administration is making known its intention to substantially reverse the effects of more than two decades of disinvestment.

CURRENT CONDITIONS

The need for improvement of the City's capital plant is beyond question. For more than 20 years, Boston has failed to adequately invest in its expansive capital stock. Not since 1963 has an administration offered its citizens a comprehensive plan to upgrade and restore its municipal facilities. Fragmentation of capital projects among some 15 city agencies has impeded long-range financial planning. The absence of a capital improvement document to structure project selection has resulted in the decline of key city services, services which residents depend on for public safety, recreation, education, health care, and community welfare.

Evidence of this disinvestment is apparent citywide. In Mattapan, a trailer serves as the neighborhood's police presence. In South Boston, a section of the L Street Bathhouse is vacant, so badly decayed that half its recreational facilities are closed to the public. In Copley Square, the historic McKim library building is suffering serious water damage. In the South End, Boston City Hospital, the center of medical care for Boston's poorer residents, must struggle with old, dilapidated facilities.

HISTORY OF CAPITAL INVESTMENT

The reasons for this deterioration are less obvious than its effects. Boston's backlog of capital needs has been cumulative. Through the Great Depression and World War II, the City was forced to defer capital spending. During the 1950's, when Boston's economy was still far from robust, the City completed relatively few capital improvements, spending an average of only $9 million a year for the reconstruction, replacement, and repair of its facilities. Projects began to accumulate until the 1960's, when the City undertook a major capital investment program to reverse deteriorating conditions. But even that $285 million, 12-year program was somewhat limited in scope, concentrating largely on new construction: $115 million for schools, $27 million for parking garages. Little money was provided for maintenance or upgrading of the many city buildings that were already in need of repair. Twenty additional years of deterioration have followed.

During this same period of time, Boston has seen a remarkable amount of private investment in its downtown business district. What was once a city where only the Custom House tower and the 14-story county courthouse reached toward the sky, Boston now boasts of a horizon of gleaming skyscrapers -- one indication of a resurgence.

The City, however, has been unable to match with public funds the kind of private investment that developers have made downtown. As the City struggled with a difficult financial situation, its infrastructure, parks, libraries, and public safety facilities deteriorated. Boston shared the fiscal problems of many urban centers after the near bankruptcy of New York City in the mid-1970's. Access to municipal bond markets was restricted, and capital projects in many urban centers were put on hold. In Boston this period was followed by the passage of Proposition 2-1/2, which severely restricted the City's ability to raise local revenues. Boston's bond rating was suspended, and capital investment came to a virtual halt. Projects were cancelled. Routine maintenance was deferred. Equipment replacement was postponed. Minor repair problems became major, and compounded the troubles that had already developed from previous neglect and disrepair.

CURRENT FINANICAL CONDITION

Proposition 2-1/2 placed a strict cap on the amount of property tax revenues cities and towns across the Commonwealth could raise. It forced many municipalities to cut millions of dollars from their budgets, severely curtailing services. It also placed future limits on the amount which could be raised from one year to the next.

When Proposition 2-1/2 was passed in 1980, the City's budget was almost entirely dependent on property tax revenues. This dependency became untenable under Proposition 2-1/2's restrictions. To correct this structural fiscal problem, the Flynn Administration mounted a major effort to secure new revenue sources. The Governor and the state legislature responded with a vote of confidence in the City's financial management, and, for the first time in history, granted Boston and other municipalities the power to impose local option taxes.

Virtually simultaneous with the expansion of Boston's revenue base was the upgrading of the City's credit rating by Moody's Investors Service to the level of "investment grade." The change in credit rating has allowed increased access to the capital markets and considerable savings for the City when bonds are sold.

The Flynn Administration can point with pride to its fight to strengthen its financial position. Now, it can begin investing in the City's capital plant. This five-year capital plan projects a total of $275 million of new general obligation bonds during fiscal years 1986-1990. The level of new borrowings will have the net effect of increasing Boston's outstanding debt by 6.6 percent.

Given the large backlog of critical capital needs, the Administration believes these borrowings to be financially conservative and will need supplementary state, federal, and private investment. The City's capacity to incur new debt is more fully described in the revenue analysis section of this document.

METHODOLOGY

The Office of Capital Planning (OCP) was created in July 1984 and was challenged with the development of a five-year capital plan. OCP began by preparing and distributing to the 15 city planning agencies Boston's first municipal capital budget manual and standardized budget forms. The forms identified the capital needs of each agency, as well as potential sources of funding, both city and non-city. Project requests were categorized as: under court order; improvements to public safety and health care; handicapped access and operational improvements; and neighborhood and economic enhancement.

The data gathered from agency budget requests, along with hundreds of pages of engineering and architectural surveys, were collected and reviewed by OCP staff. Site visits were conducted and research and analysis teams comprised of planning and technical staff from the 15 departments convened to examine not only individual requests, but also the broad policy implications of this capital investment. This document represents more than a year of intense scrutiny and assessment of these requests.

There remain, however, portions of Boston's capital stock which require further study before long-range plans can be recommended. In particular, city buildings which are vacant, under-used, or leased to non-city, state, or private agencies must be analyzed to determine necessary capital repairs, as well as future uses. During FY'86, the Administration intends to undertake this study. These projects, as all capital projects, will be reassessed annually, and subsequent updating and revisions to this document will be made.

PROPOSED CAPITAL ACTION

The Administration's chief concern is the delivery of quality neighborhood services. Capital investments can serve a dual purpose: to dramatically improve the quality of government services, and to spur or complement private development. The capital improvements proposed in this plan, ranging from renovation of municipal buildings to restoration of parks and recreational facilities, will fulfill this dual role. Without this public investment, the City risks stunting the growth of the very neighborhoods it seeks to renew. Departmental purposes and objectives are described in detail in the sections that follow.

PUBLIC SAFETY

For the neighborhoods of this City to remain viable as residential and commercial centers, they must be safe. Therefore, one of the most essential services the City provides is police and fire protection. The ability of Boston's police and fire departments to protect the citizenry has been severely impaired both by a lack of capital investment and by post-Proposition 2-1/2 budget cuts. Some full-service police stations have been closed, while others have been reduced to under-staffed substations. Equipment purchases for the Fire Department have been erratic, and many fire stations need extensive repairs.

This capital plan calls for a major investment to restore public safety services throughout the City. For the Police Department, that means constructing new full-service stations in four neighborhoods, and upgrading substations in three other neighborhoods to full-service status. To increase the department's ability to respond to emergencies, the plan includes funding capacity for new reporting and dispatching systems, such as "Enhanced 9-1-1," and Computer Aided Dispatch.

The plan also calls for substantial new equipment purchases for the Fire Department, and a system of equipment procurement to ensure that old equipment is retired in a timely fashion.

HEALTH CARE

Boston's Department of Health and Hospitals has overseen a network of services providing free medical care to the City's poorest residents for more than a hundred years. Its facilities, however, are now in need of reconstruction. The time has come to rebuild the City's health care network from the ground floor up. And the place to start is at the main facility at Boston City Hospital.

The Administration proposes to restore Mayor James Michael Curley's legacy by rebuilding a municipal health care system to ensure the finest medical services to the poor for decades to come. A new inpatient facility at Boston City Hospital will once again anchor this system. The first step toward that goal was made on September 3, 1985 with the filing of a Determination of Need (DON) application with the State for a 350-bed facility.

The need for a new hospital is apparent. The existing BCH facility will not meet accreditation requirements into the 1990's. A majority of the buildings have received little in the way of capital funding for years. The layout of the BCH campus exacerbates the problem: 25 buildings spread out over three city blocks make it almost impossible to coordinate health care services efficiently. Consolidating 12 of these buildings under one roof, especially a new roof, will ensure that Boston's residents, especially its poor citizens, will receive quality medical care.

While proposals for the new hospital proceed, this capital plan also provides funds for the rehabilitation of several existing health care facilities across Boston. The Department operates three hospitals -- Boston City Hospital, Mattapan Hospital, and Long Island Hospital. It also oversees neighborhood health centers in every part of the City. Nearly all these facilities are in need of structural repairs. For BCH, this work will avert a major crisis by making renovations that are necessary to keep it accredited. For the other hospitals and the neighborhood health centers, these repairs will enable the City to continue providing quality care for its residents.

EDUCATION

The Administration is committed to supporting public education, both by assisting in the restoration of the Boston Public Schools, and by undertaking the renewal of the City's library system.

Historically, capital investment in the Boston schools has emphasized new construction. This focus has left existing facilities in disrepair. Two prime examples of this neglect are the Boston Latin School and the Boston Latin Academy. The Latin School, constructed in 1922, has received no major repairs in the last 15 years. The Latin Academy has occupied "temporary" headquarters during its entire 100-year history, and is currently operating out of an inadequate facility leased from the State. The capital plan, consistent with the Unified Facilities Plan (UFP) filed with the Federal District Court earlier this year, calls for extensive renovations to both schools, and the possible construction of a new Boston Latin Academy.

Other facilities throughout the system have been similarly neglected. New schools built during the 1970's need proper maintenance; many of the schools built before World War II are in dire need of repair. School athletic programs have also suffered due to poor maintenance of the George Robert White Stadium in Franklin Park. The capital plan calls for extensive repairs to building structures and heating systems, as well as renovation of White Stadium.

The City's library system provides essential educational services both to Boston residents and to scholars and researchers from surrounding communities. A strong library can be an important educational and social resource for citizens of all ages. Boston's library system is the oldest in the nation. However, many of its buildings -- from the historic McKim Building in Copley Square to the 26 neighborhood branches -- have been neglected and are deteriorating. This proposal seeks to restore the dual system of central and branch libraries by funding needed capital repairs. The McKim building will be returned to its former grace, while an addition to the West Roxbury branch, the busiest branch library in the City, will be constructed adjacent to the existing facility. Needed repairs will also be funded for the other 25 neighborhood branches.

RECREATION AND PARKS

Recreational opportunities and quiet parks are other important services the City can provide its residents to soften the stress of urban life. All across the City, however, public park land, pools, and recreation buildings are decaying, after years of neglect. Boston is now proposing a major investment in its recreational facilities.

In the FY'86 budget the Administration transferred the management of several neighborhood recreational programs to the Boston Community Schools program. This move will strengthen Boston's decentralized, neighborhood-oriented approach to recreational programming, while consolidating overall management responsibilities under the auspices of one department.

This capital plan proposes to fund facility improvements in conjunction with the broader initiative to improve recreational programs throughout the City. For instance, on Paris Street in East Boston, the gym, the pool, and a local park are all in need of repairs. Through a combination of recreation and parks funds, the City will rehabilitate all three in a coordinated program. The Administration also intends to reopen one neighborhood pool, and complete major renovations to deteriorated recreational facilities in various neighborhoods across the City.

Boston has a historic tradition of preserving open space. But the City's 5,000 acres of public park land have been poorly maintained in recent years. Parks and playgrounds across the City have become inoperable because of broken equipment. In good condition, parks are an attractive amenity to their neighborhoods; in disrepair, they are a blight and a tragically lost resource.

This capital plan calls for one of the largest park rehabilitation programs in Boston's history. During the next five years, the average annual spending on the City's parks will be three times the rate of the past 25 years.

The Parks Department also manages the City's historic and active cemeteries, which in recent years have deteriorated because of vandalism or old age. The Parks Department has already established the Historic Burying Grounds Initiative, using public and private funds to help restore the old cemeteries. Under this plan, the City plans to leverage its public investment with state, federal, and private matching grants to begin the restoration work. This capital plan also provides funds for improvements at two of the City's active cemeteries.

MUNICIPAL BUILDINGS AND PUBLIC WAYS

Renovations and repairs are slated for Boston's worn-out infrastructure. Municipal and historic buildings have been deteriorating alongside the City's streets and bridges. Historic Faneuil Hall and the Old State House have received little attention in decades: at Faneuil Hall, not since the Great Depression; at the Old State House, not since 1881. The National Parks Service, in conjunction with the City, will use federal money recently approved by the Congress to begin restoring these landmarks to preserve them for future generations.

Across the City, seven neighborhood municipal buildings are also in need of repairs. This capital plan funds the critical reconstruction of these buildings, which house programs and agencies providing essential government services to the neighborhoods of Boston.

The City's neighborhood and downtown public ways are severely deteriorating at a time when user demand on streets is at its highest level ever. Boston's network of roadways, sidewalks, street lights, traffic signals, and bridges provides essential transportation services to all who live in, commute to, travel through, and visit Boston. This network must be upgraded.

During the next five years, the City will undertake a program to reconstruct 100 miles of streets, and will begin repairing others according to a timely schedule. New traffic signals and street lights will also be installed in every neighborhood in the City. The capital plan further provides funds for the rehabilitation or reconstruction of 22 of Boston's 34 vehicular bridges.

ECONOMIC DEVELOPMENT

The proposed capital action contained in this plan seeks to strike a new balance between downtown development and neighborhood revitalization. The City's three development agencies -- the Boston Redevelopment Authority, the Neighborhood Development and Employment Agency, and the Economic Development and Industrial Corporation -- will attempt to steer some private investment to Boston's neighborhoods while nurturing the economic boom downtown by coordinating private development with the infrastructure projects contained in this capital plan.

The Boston Redevelopment Authority (BRA) focused its activity during the late 1970's and early 1980's on the downtown commercial district, as the City was flooded with proposals for new office buildings and residential development. The Administration believes it is the neighborhoods' turn to share in the economic boom this downtown development has brought. The BRA is now looking at opportunities to leverage the downtown economic boom against neighborhood redevelopment through its linkage and parcel-to-parcel policies. As a result, important street and sidewalk reconstruction, street light installation, and other amenity improvements will be completed in conjunction with ongoing private projects.

Other improvements will be carried out by the Neighborhood Development and Employment Agency. The City's neighborhood commercial districts have been affected by circumstances beyond their control. Population loss, income stagnation, and competition from suburban malls have caused local businesses to close and districts to decline. The Administration believes it is essential for private investors to rediscover neighborhood commercial markets. Toward that end, the NDEA will undertake commercial revitalization programs in Hyde Park, Jamaica Plain, Mission Hill, and Dorchester, offering low-interest loans, and using city capital to rehabilitate structural elements. The work will include renovations to streets and sidewalks, tree-planting, and installation of new street lights and benches.

Maintaining the City's industrial base helps create new jobs for people of all income classes. The shift across Massachusetts from industrial activity to high technology has threatened jobs for many of Boston's neighborhood residents. Preserving the City's remaining manufacturing and light industries is key to continuing this source of employment for Boston residents. The Economic Development and Industrial Corporation (EDIC) operates three industrial parks, providing thousands of jobs for Boston residents. This capital plan proposes infrastructure improvements at one of those parks, the Boston Marine Industrial Park. By funding necessary roadway and traffic improvements, up to 1,000 new jobs will be created at one development parcel.

COUNTY COURTS AND CORRECTIONS

Several bills now before the Massachusetts legislature would transfer the ownership of county buildings from the City to the State. Definitive, long-term capital plans for these facilities will be guided by pending legislative action at the State House.

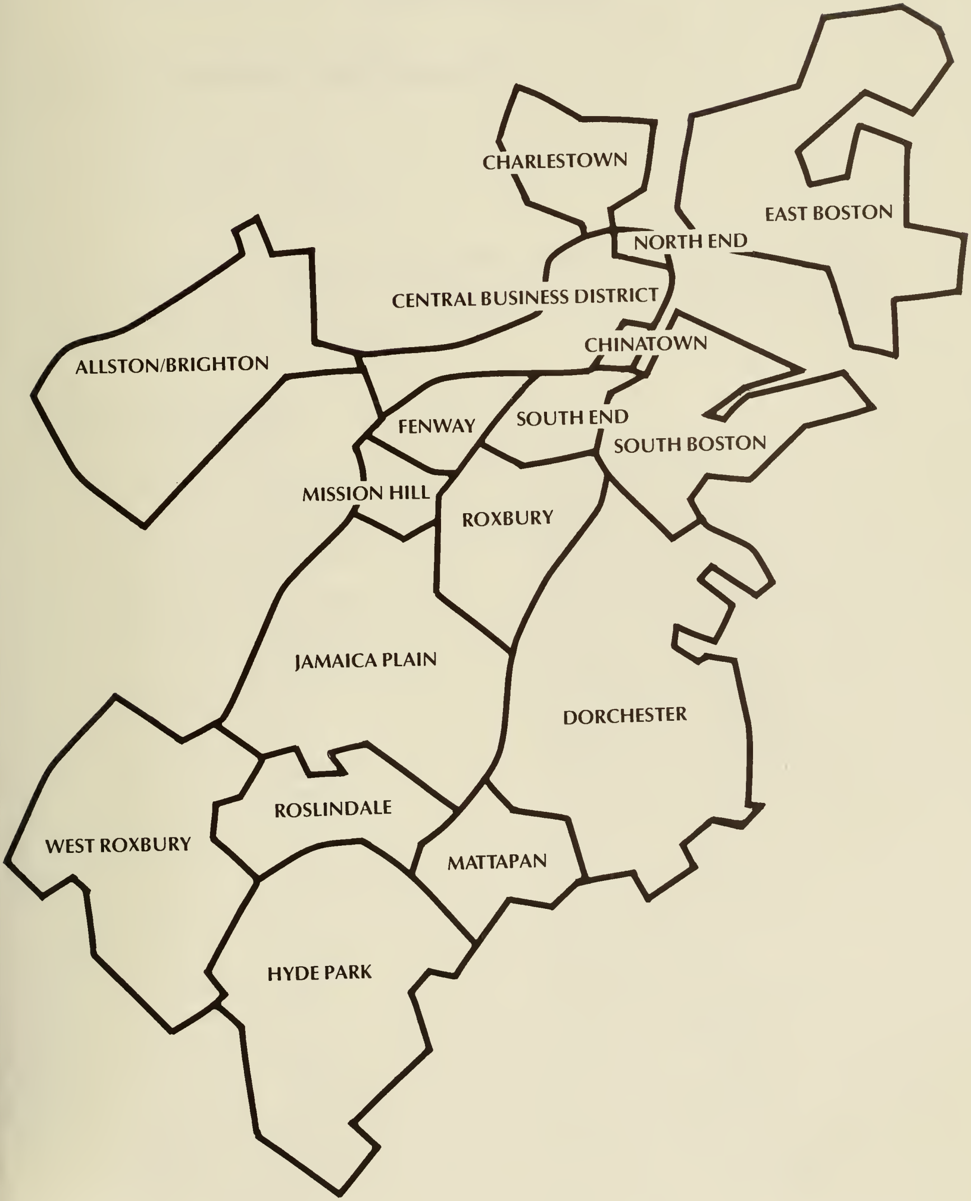
Meanwhile, however, the City is under court order to rehabilitate or reconstruct the Charles Street Jail, Deer Island House of Correction, and both county courthouses. In light of that, the City, under this capital plan, will move forward with the improvements to these facilities necessary to comply with the court orders, and to address basic maintenance and repair requirements.

CONCLUSION

The City's capital stock has been neglected for too long. Further decline would undoubtedly retard Boston's economic boom, leaving many neighborhoods without benefit from the downtown resurgence. Without reinvestment in the City's basic services, these neighborhoods will not be able to attract the kind of private investment necessary for them to share in the City's growth.

Implementation of this comprehensive plan will be the turning point in the delivery of municipal services in Boston. Over the next five years, the City will reinvest in its police and fire departments, its schools, its libraries, its infrastructure, and its parks and recreational facilities. Under the Flynn Administration, a new foundation will be laid for the delivery of vital services to Boston's neighborhoods.

Boston's Neighborhoods 1985



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NARRATIVE

FINANCING BOSTON'S INFRASTRUCTURE

Boston's financing of improvements to its capital stock has been predictable only in its unpredictability. Over the past decade, annual borrowings ranged from $0 to $85 million. This fluctuation has precluded sensible planning and regular replacement and repair of equipment and facilities.

In recent years, three factors have severely constrained Boston's finances and its ability to maintain a stable capital borrowing and spending pattern. They are:

- Operating revenue reductions of $185 million between FY'80 and FY'85, a result of the "Proposition 2-1/2" tax cap legislation.
- The so-called "Tregor decision" by the State Supreme Judicial Court, requiring substantial tax abatement payments to a large number of city taxpayers with significant landholdings.
- Suspension of the City's bond rating by Moody's Investor Services in 1981 with a subsequent reinstatement at a speculative grade, thereby prohibiting prudent sale of new bonds.

The combination of these factors led Boston to a 1981 moratorium on all long term borrowing. Deprived of its principal source of capital revenues, the City was forced to curtail capital spending sharply. Only those capital projects mandated by the courts or eligible for federal or state reimbursements were continued.

Borrowing for capital action was prohibitively expensive during this period. General revenue monies and funds from the sale of city-owned property (schools, garages, etc.) were tapped, resulting in a $25 million obligation owed by the Capital Fund to the General Fund in 1983. Accelerated deterioration of the City's infrastructure and capital stock is the result of this period of financial instability.

A new era began when Boston was able to re-enter the capital bond market in FY'84 selling $85 million in General Obligation (G.O.) bonds. This sale allowed for renewed capital improvements as well as retirement of the $25 million Capital Fund deficit. In FY'85 this financing ability was further strengthened when Moody's Investor Service upgraded the City's bond rating to investment grade for the first time since the passage of Proposition 2-1/2. Moody's upgrading from Ba[1] (a non-investment grade) to Baa (an investment grade) is a sign of the investment community's growing confidence in the city's financial management and economic future. Boston's bonds can now be more easily marketed, and are therefore less expensive for the City to issue.

The City is committed to taking all measures necessary to maintain its financial stability and retain the confidence of the financial community. Boston's newfound general financial stability is a result of several factors including:

- the power to levy hotel and jet fuel taxes previously not available to municipal governments in Massachusetts.

- increased local aid from the state, totaling $146.2 million between FY'81 and FY'84.

- improved management and expenditure control systems by city financial departments.

- complete revaluation of all City taxable property in FY'83, together with provisions of the legislature's 1982 Funding Loan Act, to substantially reduce disproportionate assessment cases in the future.

- completion of the five-year sequenced imposition of tax levies allowed under Proposition 2-1/2, resulting in stable and predictable revenues from the property tax.

Improved access to the capital market will make possible essential financing for capital investment in Boston. This capital plan demonstrates Boston's determination to sustain a strong and reliable pattern of investment in the City's infrastructure.

SOURCES OF CITY CAPITAL REVENUE

A city's capital projects are funded in a unique fashion. Whereas the current operating expenses for most city purposes are paid out of the City's General Fund, which is replenished directly by tax receipts and intergovernmental grants, capital projects are paid out of the Capital Fund, which is replenished primarily by money borrowed from the sale of municipal bonds. While capital projects can be funded in part by state and federal aid, or by trust funds, it is the city's statutory authorization to borrow money for capital spending which sets these expenditures apart from others.

Revenues from general obligation (G.O.) bonds make up the largest part of Boston's Capital Fund resources. As indicated in Graph I, over the last ten years the rate of City borrowing has ranged from $0 to $85 million a year. The percent of capital fund resources from G.O. bonds (versus other capital funding sources) ranged from 35 percent in FY'75 to 75 percent in FY'84.

In addition to G.O. and revenue bonds, the Bond Procedures Act of 1983 allows Boston to offer up to $5 million per year in "mini" bonds, in denominations as low as $100, which makes them affordable to many City residents. These mini-bonds can help to finance repairs to streets, sidewalks, police stations, and libraries and allow city residents to play a vital role in the financing of capital investment in Boston. The tax exempt feature of both general obligation and mini-bonds make them especially attractive to bond holders.

CAPITAL FINANCE

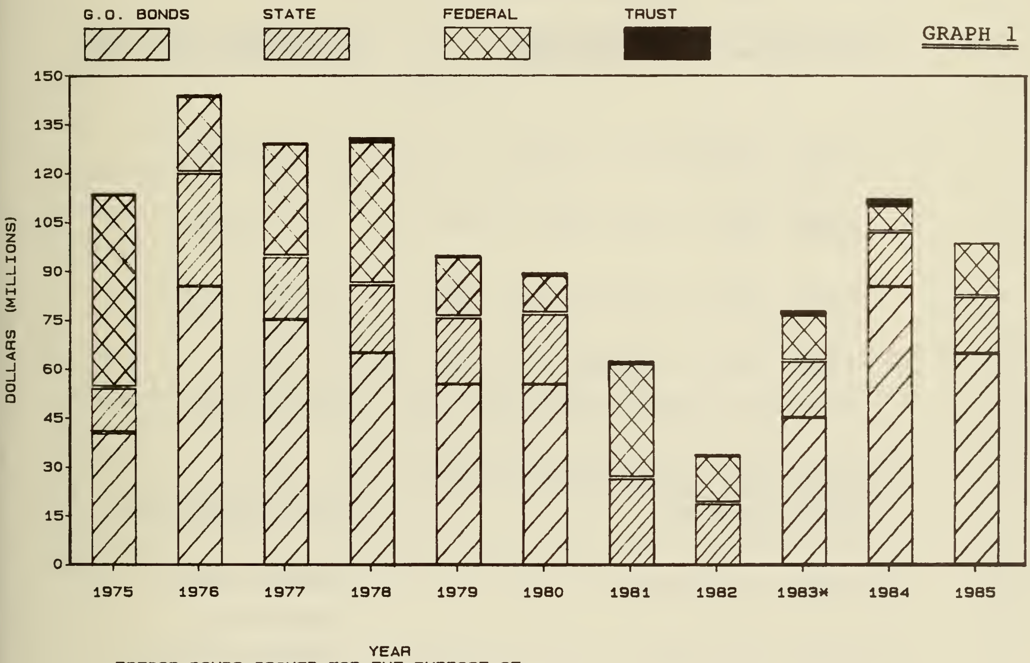
The purposes for which the City can incur long-term debt are governed by a variety of Massachusetts state laws. Table 1 summaries these laws and the general purposes for which they can be applied.

In addition to defining the types of projects which

GRAPH 1

CAPITAL REVENUES BY SOURCE 1975-1985

IN MILLIONS



* TREGOR BONDS ISSUED FOR THE PURPOSE OF REPAYING TAX ABATEMENTS AND WERE NOT USED FOR CAPITAL SPENDING.

TABLE 1

MAJOR CAPITAL FINANCE LAWS	ALLOWABLE PURPOSES
• Chap. 121B, M.G.L. (20)	BRA
• Chap. 1097 of the Acts of 1971	EDIC
• Chap. 645 of the Acts of 1948	School Projects
• Chap. 642 of the Acts of 1966, amended by Chap. 1030, Sec. 7A	Public Facilities
• Chap. 643 - Bond and Mini Bond Procedures Act	Bond Procedures
• Chap. 44, M.G.L.	Public Ways, Remodeling, construction, street lighting, traffic signals, parks, etc.
• Chap. 474 of the Acts of 1946, amended by Chap. 567 Acts of 1964	Parking Facilities

may be amortized over time, Massachusetts law also governs the total level of outstanding debt a City can authorize and issue. Table 2 presents total statutory debt ceilings available for new authorization, and Boston's current outstanding debt under these statutes.

As this report is being written, the City's net outstanding long-term debt obligation is $472 million. Graph 2 illustrates the distribution of this debt by category of purpose.

Boston's debt rose fairly evenly from 1970 through 1980 but dropped sharply in 1983. Graph 3 illustrates the net debt outstanding over this eight year period. However, a review, in 1970 dollars (adjusting for inflation), shows that the real value of outstanding debt dropped dramatically from 1977 to 1983. Based on annual borrowings of $55 million, debt from 1986 through 1990 will rise an average of 1.1 percent per year.

Annually, Moody's Investor Service compares municipal governments of similar population size to derive indicators (low-median-high) for prudent debt levels. For 1985, Boston is comparable in overall net debt per capita ($808) to the national median ($795). Further, Boston's overall net direct debt, as a ratio to the City's equalized assessed property value, stands at 2.9 percent, compared with the national median of 4.5 percent. Additionally, the City is retiring long-term debt at a rapid pace to meet previously-established maturity deadlines. Boston is scheduled to repay 46 percent of its outstanding debt in the next five years, and 82 percent over the next ten years.

Debt Limits
July 1985
(Dollars In Thousands)

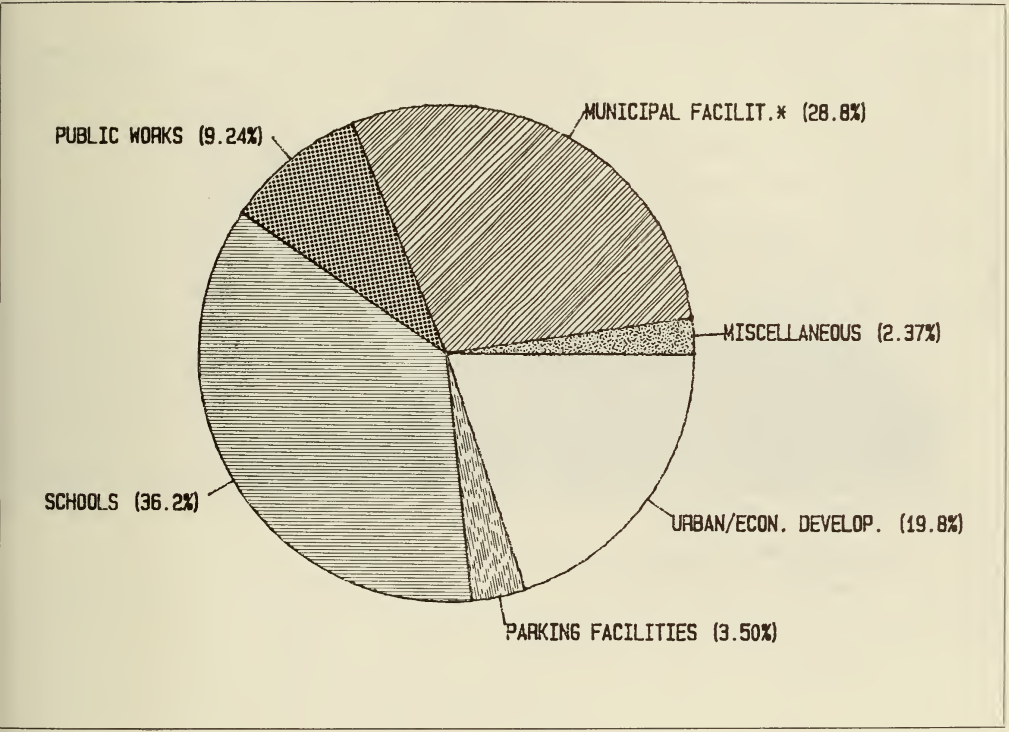
	Debt Statute	Current Debt Incurring Capacity	Current Debt Outstanding	Current Authorized and Unissued
1)	Chap 1097 Acts of 1971	591,425 (5%)	92,970	13,155
2)	Chap 642 Acts of 1966	1,350	45,825	500
3)	Chap 642 Acts of 1966 Amended by Chap 1030	52,770	36,300	14,525
4)	Chap 44 M.G.L. Sec 7	583,150 (5%)	116,775	9,390

NOTE: Line 1 & 4 calculated at 5% level. Amounts above the level of 2 1/2% of Equalized Assessed Valuation require Emergency Finance Board Approval.

Line 2 & 3 repayment of debt does not increase debt capacity.

CITY OF BOSTON DEBT OUTSTANDING
AS OF JULY, 1985
PERCENTAGE BY PURPOSE

GRAPH 2



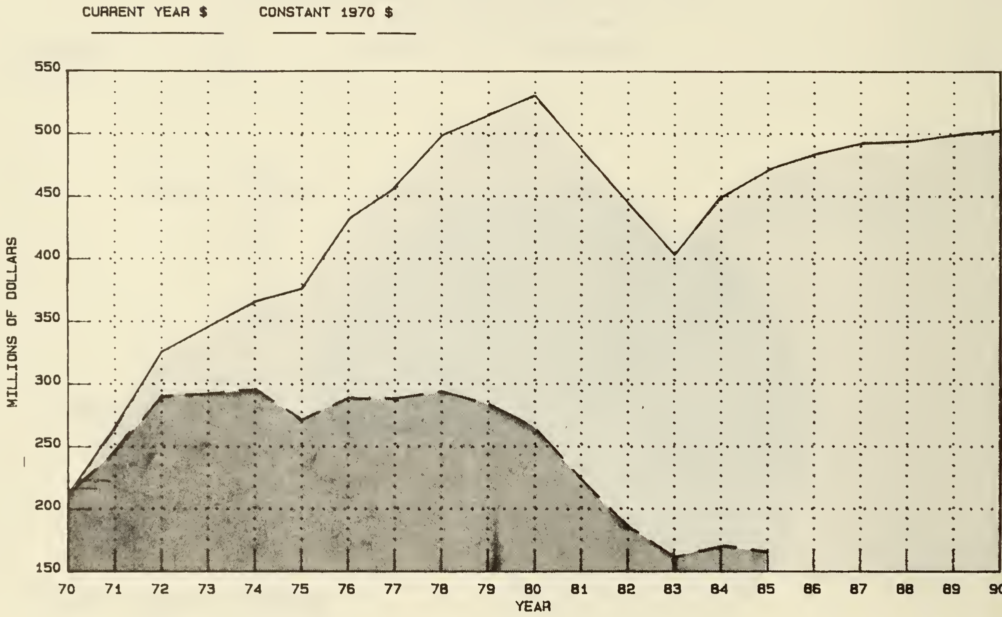
NOT INCLUDING WATER/SEWER OR FUNDING LOAN DEBT.

* OTHER THAN SCHOOL BUILDINGS.

GRAPH 3

TWENTY YEAR SUMMARY OF DEBT OUTSTANDING
IN CURRENT YEAR AND CONSTANT 1970 DOLLARS

IN MILLIONS



NOTE: FUNDING LOAN, RAPID TRANSIT AND WATER AND
SEWER DEBT NOT INCLUDED.
1985-1990 PROJECTIONS ARE IN 1985 DOLLARS.

CAPITAL BORROWING FY'86 - FY'90

This capital plan projects annual G.O. borrowings of $55 million per year from FY'86 through FY'90. This level of new bond issues is comparable to the 1975-1984 annual average of $50.5 million. (Although the amount of borrowing over that period ranged from $0 to $85 million annually.) The average, however, is significantly less than the $85 million issued in FY'84.

This conservative capital revenue projection (in relation to the city's need) is based on three factors: first is Boston's intention to reestablish itself in the credit market incrementally, on a regular and predictable basis; second, which is critical for the City's overall financial health is maintenance of appropriate ratios of outstanding debt to the City's assessed property value; and third is the City's ability to support annual debt service. Table 3 presents actual debt service requirements from FY'80 to FY'85 and projected debt service over the five year period of this plan. (Net debt service is calculated as annual principal and interest payments, less revenue dedicated to supporting certain categories of debt.) As indicated by this table, net debt service will increase at an average rate of 4.0 percent over each of the next five years.

Based on this capital plan, by 1990 the City's net outstanding debt (new debt less retired debt) is projected to be $503 million. This represents an increase of 6.6 percent over current levels. This amount is, however, less than the 1980 outstanding net debt obligation of $530 million.

DEBT SERVICE REQUIREMENTS

Fiscal Year 1980-1985 - Actual / Fiscal Years 1986-1990 - Projected
(Dollars In Thousands)

	FY Year Ended 6/30/80	FY Year Ended 6/30/81	FY Year Ended 6/30/82	FY Year Ended 6/30/83	FY Year Ended 6/30/84	FY Year Ended 6/30/85	FY Year Ended 6/30/86	FY Year Ended 6/30/87	FY Year Ended 6/30/88	FY Year Ended 6/30/89	FY Year Ended 6/30/90
Gross Debt Service Require.											
Bonded Debt:											
Principal................	$39,985	$44,300	$42,470	(1)$41,395	$40,610	$43,015	$47,030	$50,035	(2)$58,490	$55,860	$58,210
Interest.................	34,086	36,580	33,391	30,496	32,919	35,616	38,293	37,720	42,590	42,093	42,776
Total...............	74,071	80,880	75,861	71,891	73,529	78,631	(6) 85,323	87,755	101,080	97,953	100,986
Less Rev. Deemed Available											
From Related Sources:											
Parking Rentals..........	2,949	2,188	4,136	4,331	3,346	3,642	(3) 2,092	2,025	1,760	1,670	1,670
State Urban Ren. Assist..	1,460	1,140	1,140	268	268	268	423	- 0 -	- 0 -	- 0 -	- 0 -
School Constr. Assist..	15,259	24,680	16,112	15,870	15,637	15,277	(4)16,029	16,181	22,683	23,037	24,711
Water/Sewer Payments....	1,860	1,726	1,630	1,529	1,441	1,340	1,176	1,091	952	857	764
Sinking Funds............	383	664	462	911	1,217	449	1,366	327	420	303	303
Funding Loan Act of 1982		- 0 -	- 0 -	- 0 -	3,892	3,892	5,829	6,859	7,690	8,317	8,733
Net Debt Serv. Require Bonded Debt.........	52,160	50,482	52,381	48,982	47,728	53,763	58,408	61,272	67,575	63,769	64,805
Interest on Temp. Loans:											
Revenue Anticipation.....	3,039	4,189	1,121	4,143	1,328	3,599	4,500	(5)4,500	4,500	4,500	4,500
Bond Anticipation........	1,006	- 0 -	- 0 -	466	1,469	- 0 -	- 0 -	- 0 -	- 0 -	- 0 -	- 0 -
Total Net Debt Serv. Requirements	$56,205	$54,671	$53,502	$53,591	$50,525	$57,362	$62,908	$65,772	$72,075	$68,269	$69,305

(1) 1980 through 1985 - City of Boston Official Statements
(2) Includes maturities on all mini bonds issued through 6/30/85
(3) 1986 through 1990 - Estimate - City of Boston Real Property Dept.
(4) 1986 through 1990 - Estimate - Office of Capital Planning based on current U.F.P.
(5) Assuming $100 million per year - '87 to '90 a average Interest Cost of 5.6%
(6) Assumes Borrowings of $55 million per year - A portion of which may be mini bonds.

Given the large backlog of critically needed capital projects (currently estimated in excess of $760 million) this proposed level of annual borrowings will require pursuit of alternate revenue sources and a careful allocation of capital funds. The level of new G.O. borrowings will be reassessed annually. Outstanding need could justify new annual borrowings ranging between $55 and $65 million.

STATE AND FEDERAL CAPITAL FUNDING PROGRAMS

State revenues for city capital projects include aid for construction of schools, highway funds and the state share of federally authorized urban renewal funds. (see Table 4)

TABLE 4

STATE FUNDING FOR CITY OF BOSTON CAPITAL PROJECTS 1975 - 1986

(dollars in 000's)

FY	Construction of Schools	Reimbur. for Fed. Aided Urban Renewal[1]	Chapter 90 Roadway Construc.	Total
1975	10,481	1,748	1,057	13,286
1976	31,917	1,688	1,957	34,662
1977	16,154	1,702	1,057	18,913
1978	17,713	1,702	1,057	20,472
1979	15,446	3,651	1,057	20,154
1980	18,149	1,460	1,540	21,149
1981	24,680	1,140	2,537	28,357
1982	16,112	1,140	3,993	21,245
1983	15,870	268	1,865	18,003
1984	15,637	268	3,619	19,524
1985	15,277	268	3,404	18,949
1986	16,029	423	1,626	18,048
Totals	213,465	15,458	23,869	252,792

Source: City of Boston Annual Financial Reports

While some of these monies are not necessarily earmarked for the Capital Fund, they are counted here as capital revenues because they reimburse the City for funds spent on capital projects.

Aid for Construction of Schools (1948, Ch. 645; 1976, Ch. 511) directly reimburses Boston for approximately 50 percent to 75 percent of school construction costs and 20 percent to 75 percent of interest costs. The cost of school projects, ordered by a court as necessary for desegregation, or in the judgment of the Board of Education, required to reduce or eliminate racial imbalance, are 90 percent reimbursed by the Commonwealth.

The State's support for highways comes under Section 34 of Chapter 90 of the General Laws. Chapter 90 provides for the allocation to cities and towns of a portion of the monies collected through the gasoline tax, special fuel tax, and motor carrier tax. Chapter 90 monies are awarded by the Commonwealth's Department of Public Works, based on a fixed formula. The funds are allocated annually and may be used on a range of design, engineering, and construction projects relating to roadways.

The DPW Urban Systems program provides further capital investment in Boston's major roadways. Under the program state and federal funds are allocated for major roadway reconstruction. Boston is responsible for presenting designs for state and federal approval. Once approved the federal government provides 75 percent of the funding, while the Commonwealth provides the remaining 25 percent and manages the actual construction.

State funds for Federally Aided Urban Renewal Projects come under Chapter 121 of the General Laws for projects administered by the Boston Redevelopment Authority (BRA). They represent the State's portion of costs of urban renewal projects for which the federal government contributed two-thirds of the funds. The State's share amounts to one-half of the remaining cost of such projects, or one-sixth of the total cost. The City bears the remaining one-sixth of the cost.

FEDERAL PROGRAMS

Federal funds available for local capital investment have drastically changed and diminished over the past twenty-five years. In the 1960's and 1970's, urban renewal programs stimulated a resurgence in economic growth. In 1975 alone, Boston received $58.7 million from the federal government. With the demise of the Urban Renewal program in 1979, Boston turned to other federal sources, including: Community Development Block Grant (CDBG), Urban Development Action Grant (UDAG), Urban Parks and Recreation Recovery Program (UPARR), Economic Development Administration (EDA), and Environmental Protection Agency (EPA) funds. From 1980 to 1985, these programs provided the City with $99.5 million. However, the proposed 1986 federal budget eliminates or reduces many of these programs. If passed, this budget will reduce by $20 million federal funds received between 1980 and 1984.

Table 5 provides an illustration of changes in federal funding and documents Boston's yearly receipts from these programs.

TABLE 5

FEDERAL FUNDING FOR CAPITAL EXPENDITURES 1975 - 1985

(dollars in millions)

ar	Urban Ren.	Urban Ren. Rehab.	Urgent Needs	EPA	CDBG	LWCF	EDA	UDAG	UPARR	Total
75	58.6	.07	-0-	-0-	-0-	-0-	-0-	-0-	-0-	58.6
76	12.2	.02	8.6	-0-	2.6	-0-	-0-	-0-	-0-	23.5
77	7.1	.04	18.0	-0-	2.2	-0-	7.1	-0-	-0-	34.5
78	16.6	.11	12.0	-0-	2.3	-0-	2.1	10.0	-0-	43.5
79	4.0	-0-	-0-	9.4	.4	-0-	3.3	.7	.7	18.6
80	-0-	-0-	-0-	2.1	.04	-0-	-0-	9.5	-0-	11.6
81	-0-	-0-	-0-	2.9	2.5	.4	4.5	23.1	1.7	35.1
82	-0-	-0-	-0-	2.0	1.6	-0-	-0-	10.5	.5	14.7
83	-0-	-0-	-0-	7.0	.6	.7	-0-	4.3	1.2	13.7
84	-0-	-0-	-0-	3.1	-0-	.7	2.7	1.3	-0-	7.9
85	-0-	-0-	-0-	3.7	.5	.4	-0-	12.0	-0-	16.6
TAL	98.5	.24	38.6	30.2	12.74	2.2	19.7	71.4	4.1	277.6

S: This table represents only those portions of grants used for capital expenditures.

ces: Boston Redevelopment Authority, Research Division. Boston Water and Sewer Commission. Boston Neighborhood Development and Employment Agency, Development Division. Boston Parks and Recreation Department

The Impact of President Reagan's Proposed Fiscal Year 1986 Federal Budget, On the City of Boston, Mayor's Office, City of Boston, March, 1985

TRUST FUNDS

Two trust funds, the George Robert White Fund, and the Edward I. Browne Fund, provide additional capital monies. (see Table 6)

Trust revenues represent the smallest source of capital funds. Moreover, they must be authorized independently by the funds' respective review boards. However, they are one important supplement to the City's Capital Fund.

The White Fund was established by the Last Will and Testament of George Robert White for the purpose of creating works of public utility and beauty. The Browne Fund, established by the Last Will and Testament of Edward Ingersoll Browne, provides income for statues, monuments, fountains and durable ornaments to city streets, squares and parks.

TABLE 6

TRUST FUNDS

Year	White	Browne	Total
1975	661,705	-	661,705
1976	242,449	-	242,449
1977	127,147	-0-	127,147
1978	147,883	1,450,000	1,597,883
1979	90,304	-0-	90,304
1980	317,121	742,000	1,059,021
1981	796,026	130,252	926,272
1982	424,211	-0-	424,211
1983	796,714	949,975	1,746,689
1984	1,777,418	844,000	2,621,418

Source: Trust Office; City of Boston, Auditing Department Annual Financial Reports.

QUASI-PUBLIC AND INDEPENDENT AUTHORITIES

A number of other government entities share in the responsibility for, and the financing of, Boston's capital infrastructure. They include:

- The Boston Water and Sewer Commission, which is responsible for city-wide water and sewer facilities.
- The Massachusetts Turnpike Authority, which maintains an express highway, related bridges and tunnels, extending from downtown Boston to the New York border.
- The Massachusetts Bay Transportation Authority, which operates regional mass transit and commuter rail systems which serve Boston and 78 other communities.
- The Massachusetts Port Authority, which operates Logan International Airport, the Port of Boston and the Tobin Bridge.
- The Metropolitan District Commission (MDC), which bears the cost of building and maintaining selected roads, bridges and parks within the City of Boston and in surrounding communities.
- The Massachusetts Water Resources Authority, established in January of 1985, will succeed the waterworks and sewer operations of the MDC. It is charged, by its enabling legislation, with the construction of a new sewer treatment facility for Boston Harbor. Its operations began July 1, 1985.

While these agencies are independent of the City, their investments do have a significant impact on Boston's capital infrastructure.

CONCLUSION

Over the past decade, Boston's continued financial instability led to an uneven and unpredictable rate of capital expenditure and a deterioration of the City's capital stock. This neglect, though necessitated by financial constraints, has contributed to inefficiency in service delivery and a decline in the quality of the City's environment. "Catching up" in future years -- with the unsafe conditions in schools and hospitals, with the poor condition of roads, sidewalks and parks, with the cracks and leaks in city-owned buildings -- will be more expensive in the long run.

This pattern of neglect can and will be reversed. New financial management procedures and Boston's economic growth have been acknowledged based on Moody's upgrading of the City's bond ratings. The City's projected regular borrowings will assist it in carrying out a spending plan designed to meet Boston's capital needs and to increase credit market confidence in the City.

HIGHLIGHTS OF PROPOSED CAPITAL ACTION

- construction of new full-service stations in the Mattapan, Jamaica Plain, South Boston, and Charlestown neighborhoods
- upgrading of stations in the Brighton, East Boston, and Hyde Park neighborhoods to full-service stations
- renovation and repair of the existing full-service stations in Government Center, Roxbury, Dorchester, and the South End
- purchase of new reporting and dispatching systems (Enhanced 9-1-1 and Computer Aided Dispatch)
- modification of all cellblocks to include audio monitors and protective covering of steel bars
- renovation of existing South Boston substation for use as the City's new Crime Laboratory

A superior Police Department, one which protects City residents and visitors from bodily injury or loss of property, is measured not just by its uniformed personnel, but also by the location, condition, and quality of its facilities and equipment.

The 24-hour-a-day nature of police work severely strains personnel, equipment, and facilities, and creates an ongoing need for capital expenditure. In Boston, the vast majority (85%) of all calls to the Police Department are of a service nature; only 15% are "Priority 1" calls for crimes-in-progress or life-threatening situations. Calls of any nature, however, require equipment and facilities of superior quality. To ensure that all neighborhoods are fully serviced, capital spending must be equitable across the City, as well as responsive to the specific crime-fighting needs of each area.

In the wake of Proposition 2-1/2, Boston's capital investment in the Police Department came to a virtual halt. This period of forced cutbacks, in tandem with the public safety policies of the previous administration, which closed full-service stations and provided bare minimum maintenance to substations, reduced dramatically the ability of the Police Department to carry out its job. The results of years of neglect are all too evident today.

The Administration is committed to restoring police presence in the neighborhoods of Boston. This capital plan represents significant progress toward reversing the policies of neighborhood neglect. Neighborhood stations closed during Proposition 2-1/2 cutbacks will be reopened. Make-shift and under-staffed substations will be replaced with new or renovated full-service stations. Overall, the goal is to restore public confidence in Boston's Police Department, and to bring police service to a level which meets residents' expectations.

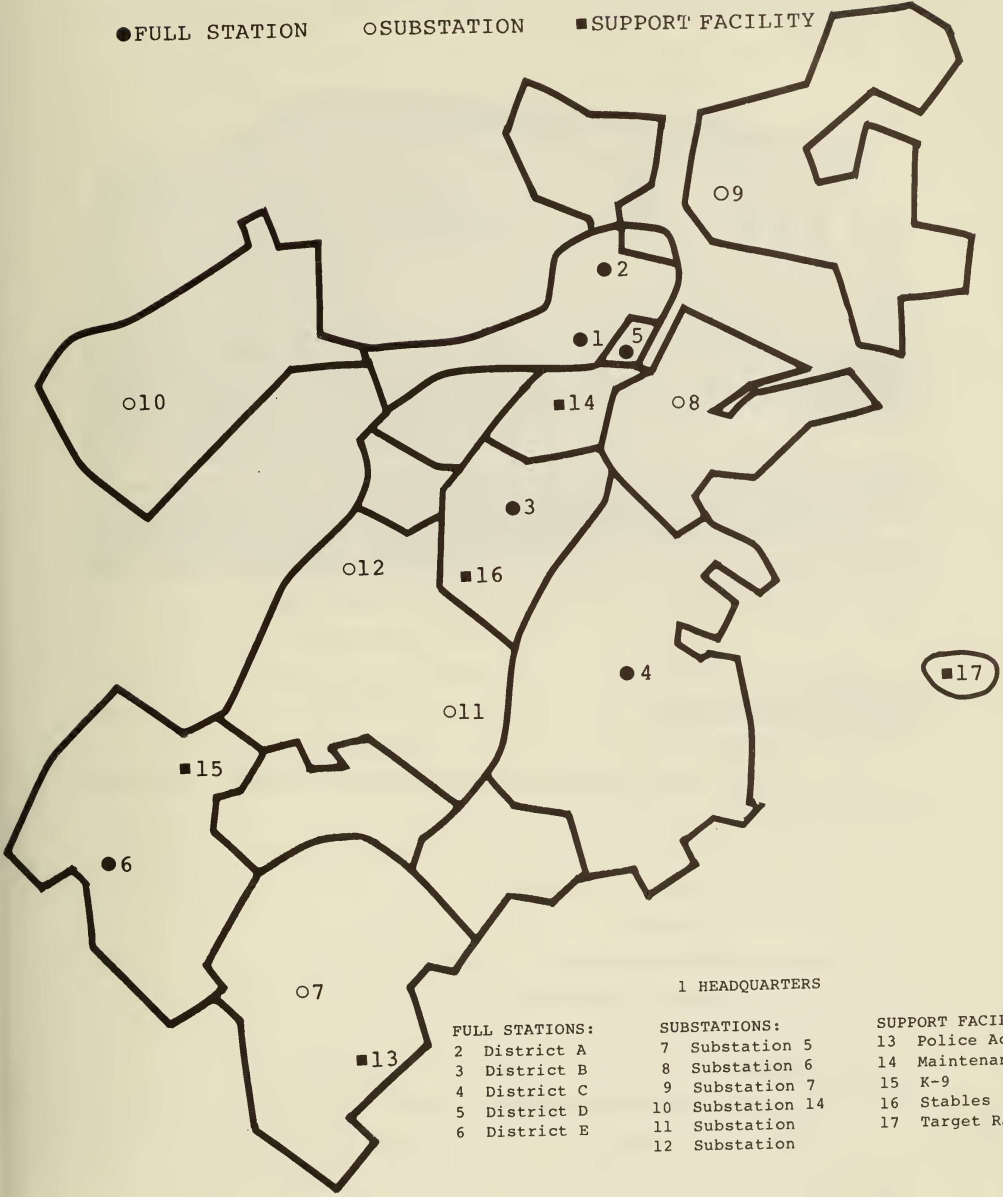
HISTORY OF CAPITAL PLANNING AND EXPENDITURE

During the mid-1950's, Boston's police force operated from 17 district stations scattered across the City. Each district station was capable of providing a full range of police services to its geographic area. However, many of the stations were excessively large, poorly located, or outdated as modern police facilities. Therefore, in the mid-1960's, the City realized the need to close certain buildings, consolidate others, and build some entirely new facilities. Over the next decade, Boston decreased the number of its police stations to 13: 11 district stations and 2 substations. Of these, four were built within a ten-year span, including the West Roxbury station, completed in 1981.

After Proposition 2-1/2 became law, police services in Boston were reduced drastically. Operations shifted from full-service stations to minimally-staffed substations, in one case to a trailer parked on a vacant lot. Charlestown lost any station presence entirely. (Full-service stations function as the base of operations for patrol officers and detectives assigned to that district. These stations provide cellblocks for detaining suspects, locker facilities for supervisors and patrol officers, a community/roll call room and garaging/refueling services. Substations are minimally-staffed facilities which provide a location for citizens to file a complaint or report a crime.) The following map indicates the location of all currently operating police stations.

The Administration began to reverse this trend in 1984 when it began a number of capital activities to upgrade the level of police services in Boston. One of the first steps was the extensive renovation of the District 14 station in Brighton to house the new Sexual Assault Unit. Other capital activities to upgrade the level of police services in Boston included conversion of the former Fairmount School in Hyde Park into the new Police Academy, (enabling the Department to train up to 200 new recruits per graduating class, and provide in-service training for 50); soundproofing of the dispatch area in Headquarters; and improved access for the handicapped at District Stations A (Government Center), B (Roxbury), C (Dorchester) and at Headquarters.

Police Department Facilities



1 HEADQUARTERS

FULL STATIONS:
2 District A
3 District B
4 District C
5 District D
6 District E

SUBSTATIONS:
7 Substation 5
8 Substation 6
9 Substation 7
10 Substation 14
11 Substation
12 Substation

SUPPORT FACILITIES:
13 Police Academy
14 Maintenance
15 K-9
16 Stables
17 Target Range

CURRENT CONDITIONS

The Police Department currently operates the following facilities:

- five district stations
- six substations
- the Police Academy
- a maintenance garage
- the K-9 Unit
- stables and
- a target practice range

Overall, the condition of the five district stations is fair, with most of them requiring roof repairs and cellblock improvements. The substations, however, are in less than satisfactory condition. Many need major roof repair or replacement, as well as plumbing repairs and general internal improvements. Table 1 lists Police Department buildings, by age and current capital need.

However, two cases are particularly severe: the Mattapan facility, located on the corner of Blue Hill Avenue and Morton Street, is a small trailer with limited staffing room, while the Jamaica Plain substation is located in the Curtis Hall municipal building, in a small area lacking adequate external identification. In addition, the maintenance facility was recently relocated from a leased building on Adams Street in Dorchester to a section of the Department of Public Works maintenance area on Frontage Road in the South End. Although this is an improvement, it does not provide a permanent solution for the maintenance of police vehicles, as well as other City vehicles. (Note: during the coming year, the Administration intends to review comprehensively maintenance facilities and procedures for all City departments.)

The Department's Computer Aided Dispatch system (CAD) is now eight years old, and reaching the end of its useful life. The familiar 9-1-1 system handles calls for both the Police Department and Boston's Health and Hospitals Department's Emergency Medical Service (EMS), each using separate banks of dispatchers. Although the system experienced only three minutes of "down time" in 1984, it cannot be upgraded and is extended to the full limits of its capabilities.

TABLE

POLICE DEPARTMENT BUILDINGS LIST - 1985

BUILDING	NEIGHBORHOOD	YEAR BUILT	CAPITAL NEEDS
Headquarters	CBD	1925	handicapped access and soundproofin
Full-Service Stations			
District A	CBD	1970	cellblocks, floor and lights
District B	Roxbury	1971	cellblocks, HVAC, roof and paint
District C	Dorchester	1971	cellblocks, HVAC, roof and paint
District D	CBD	1933	cellblocks, HVAC, roof and lights
District E	West Roxbury	1980	no capital needs
District Substations			
Substation 5	Hyde Park	1915	upgrade to full station
Substation 6	South Boston	1915	renovate to house crime lab
Substation 7	East Boston	1913	upgrade to full station
Substation 14	Brighton	1893	upgrade to full station
Substation	Mattapan	1981	construct new facility
Substation *	Jamaica Plain	1912	construct new facility
Support Facilities			
Police Academy	Hyde Park	1953	renovations completed
Maintenance *	South End	1965	no capital needs
K-9 *	West Roxbury	leased	no capital needs
Stables	Roxbury	**	minor repairs
Target Range	E. Squantum	**	minor repairs

Average Age: 45.09 years

* Indicates a non-Police Department building
** Date Unknown

PROPOSED CAPITAL ACTION

The Administration has developed a capital plan which is consistent with the Boston Police Department's policy regarding deployment of officers, and which will support a return to neighborhood-based policing services. The plan is proposed in three phases, including construction of new facilities and renovation of existing buildings. To ensure that the Police Department will be prepared to take full advantage of this ambitious construction and rehabilitation program, the Department is presently working on a new "Beat Plan", an officer redeployment schedule, which will complement the implementation of the proposed capital improvements.

Phase I will address the most urgent needs among the Police Department's projects, including:

Mattapan

- the construction of a new full-service station in the Mattapan area. This $2.4 million facility will include a cellblock area, community room, garage and parking space, and will accommodate between 44 and 66 personnel. The station is scheduled for completion and occupancy by the summer of 1987.

Allston-Brighton

- the upgrading of the Brighton substation to a full-service facility. Another $250,000 in renovations will enhance the work already completed on the building's second floor, and will include a new elevator, improvements for handicapped access, and general interior modifications to allow the facility to accommodate a full complement of officers. The project is presently scheduled for completion by the spring of 1986.

Handicapped Access

- completion of handicapped access improvements at the headquarters building, including an access ramp, widened main entrance, elevator and restroom modifications to improve conditions for all physically impaired persons who work or have business at Police Headquarters.

Juvenile Detention

- renovations to the 5th floor of the Government Center station to create a separate holding area with space for both male and female juveniles who must be held overnight for court appearances.

East Boston

- upgrading the East Boston substation to a full-service facility. Necessary improvements include roof and heating repairs, cellblock rehabilitation, code compliance repairs and general interior renovations. This project is expected to be completed by the spring of 1986.

Cellblocks

- modification of all Police Department cellblocks to conform to the 1984 Massachusetts Statues, Chapter 456, Section 36B, which requires installation of a transparent, high impact covering over all exposed steel bars; installation of an electronic audio monitor in each cell and a visual check by police personnel at regular intervals. The State Legislature has appropriated $1.1 million statewide for compliance with this new law.

Phase II, currently in the planning stage, calls for the following activity:

DISTRICT STATIONS

Government Center - Roxbury - Dorchester - South End

- renovation and repair of District Stations in Government Center, Roxbury, Dorchester and the South End, including cellblock improvements, roof repair, heating system repair, and general interior remodeling.

Hyde Park

- renovation and upgrading of the Hyde Park substation to a full-service facility. Improvements will include a new community room, new cellblocks, and replacement of the roof, windows, and heating system.

Jamaica Plain

- construction of a new full-service station in Jamaica Plain, outfitted in similar fashion to the new Mattapan station.

South Boston

- construction of a new full-service station in South Boston, to be outfitted in similar fashion to the Mattapan station.

Crime Lab

- renovation of the existing South Boston substation for use as Boston's new Crime laboratory and Detective unit. The City does not now have a separate crime lab facility and the present location at Police Headquarters is inadequate for such use.

Charlestown

- Phase III will include a new full-service station in Charlestown, to be outfitted in similar fashion as the Mattapan facility. A site survey for this facility is now underway.

Dispatch

- The newly formed "Committee on 9-1-1" will be conducting a comprehensive examination of all issues related to the 9-1-1 dispatch system, including personnel in-service training, and computer equipment. For budgeting purposes this capital plan allocates a total of $5.5 million for the acquisition of both an enhanced 9-1-1 system and a new Computer Aided Dispatch (CAD) system. However, pending the conclusions reached by the Committee on 9-1-1, decisions regarding the purchase of computer hardware have not been finalized.

Headquarters

- relocation of the Police Headquarters has been and continues to be a proposal under study. It has been determined that such a facility can be relocated to a neighborhood setting and that it would lend a sense of improved police presence to the neighborhood, which in turn could also spur redevelopment in the area. However, at this time a decision on the relocation of Police Headquarters has not been made.

Maintenance

A study of the maintenance needs and choices for all City departments will be undertaken in the near future. A central multi-departmental facility, servicing the BPD as well as other City agencies, will be carefully considered.

Throughout this capital plan, maximum emphasis is placed on neighborhood police facilities. Re-establishing a police presence in every Boston neighborhood will give those who work and live there an increased sense of safety. It will also help anchor the surrounding commercial area and encourage new investment.

HIGHLIGHTS OF PROPOSED CAPITAL ACTION

- renovation and repair of 38 Fire Department facilities including work at all 33 neighborhood fire stations
- purchase of 13 ladder trucks and 11 pumper trucks over five year program to put Boston on an efficient equipment replacement schedule and provide safe, reliable front-line apparatus into the 1990's

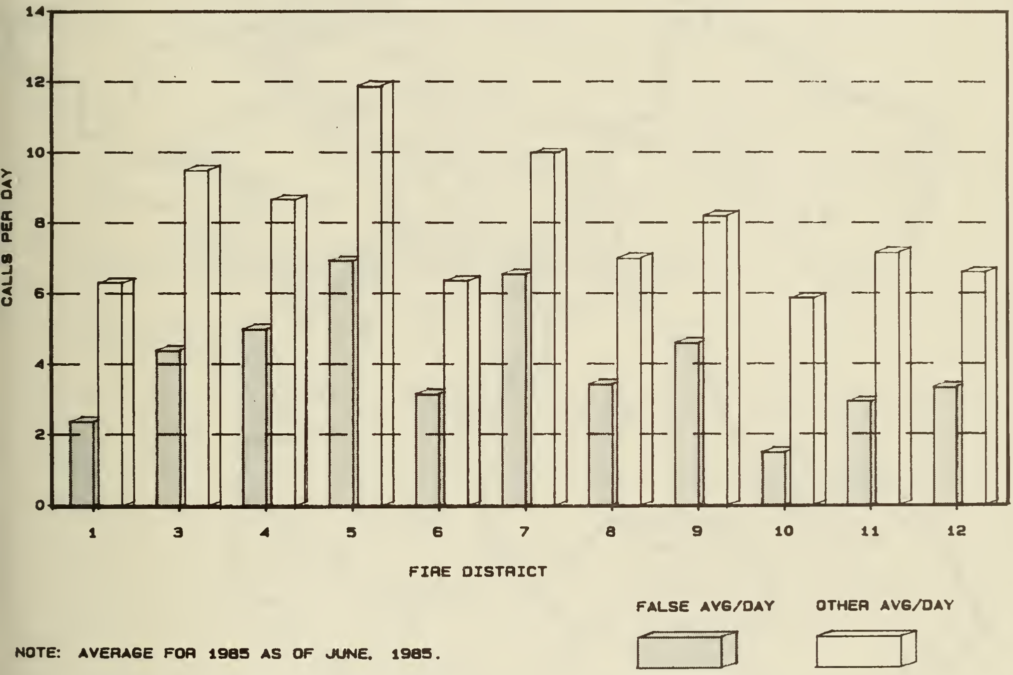
Protecting the public from loss of life or property due to fire is one of the most vital services a city can provide its residents. The Boston Fire Department (BFD) accomplishes its mission through rapid response to and extinguishing of fires, through fire prevention, and through regular inspection of all buildings in the City. Because fire protection must be offered 24-hours-a-day, 365-days-a-year, and must also be extended to those visiting the City, fire department personnel, equipment and facilities can be severely strained.

Boston firefighters respond to an average of 132 calls for service daily. The demand in individual districts ranges from 8 to 19 calls per day; about one-third are false calls. (See Graph 1 for a detailed listing of demand for service.) This constant utilization of fire department resources, coupled with a policy in recent years of postponing capital expenditures, has resulted in the need for substantial repair to fire department buildings and for replacement of firefighting apparatus.

Boston is an old city. Many of its streets are former cowpaths and its housing stock is predominantly wooden. Neighborhoods are characterized by attached dwellings or by wooden triple deckers packed closely together. To provide the best fire protection, the BFD has developed a decentralized operation, with locations at 41 sites across the City, including maintenance and administration facilities. Thirty-four station locations house 86 pieces of equipment and 1,569 firefighters. The Administration understands that to accomplish its goals, the Fire Department needs to work from the most up-to-date facilities and equipment available.

BOSTON FIRE DEPARTMENT CALLS PER DAY BY FIRE DISTRICT
AVERAGE FOR 1985

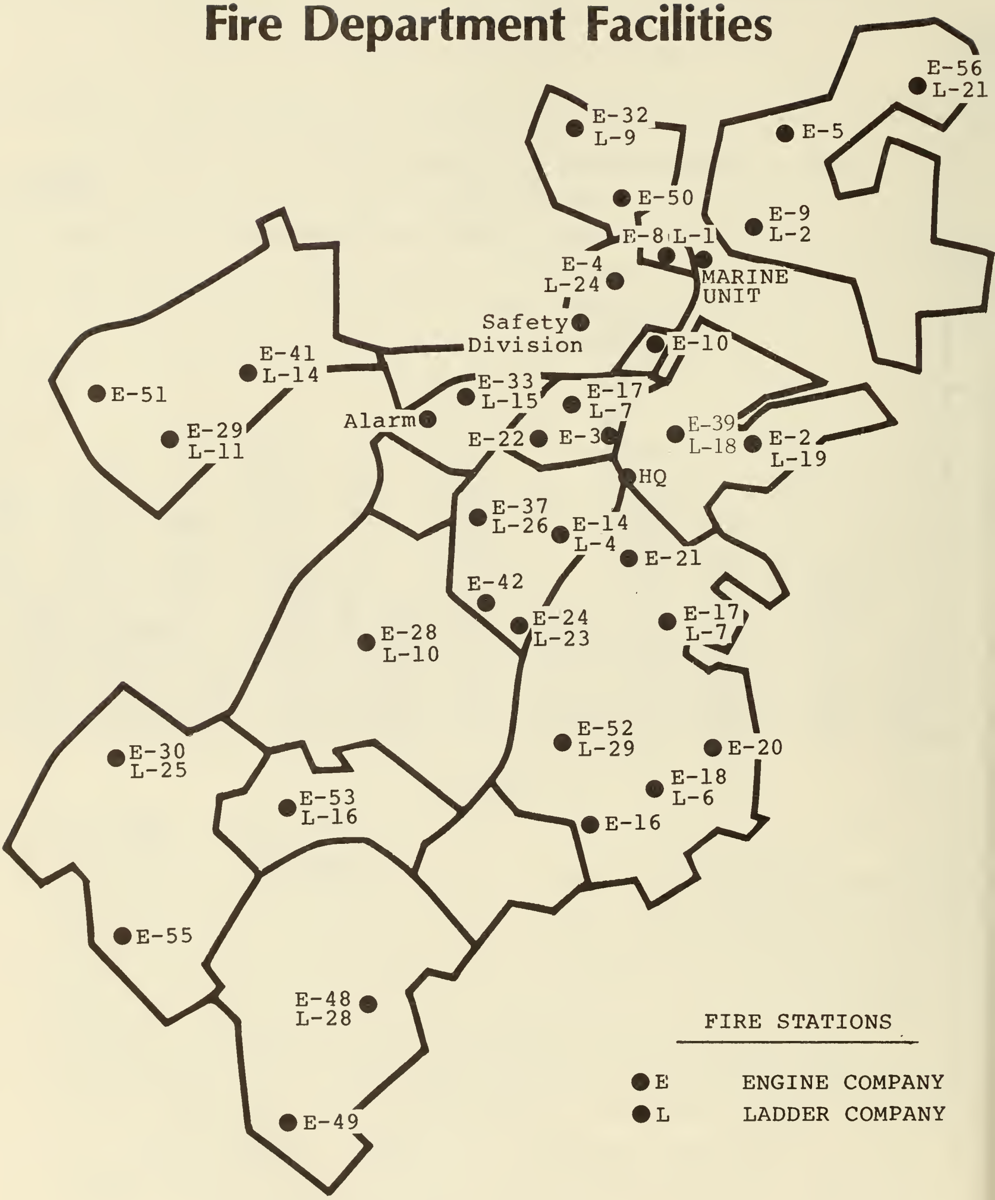
GRAPH 1



NOTE: AVERAGE FOR 1985 AS OF JUNE, 1985.

This capital plan represents the second phase of an equipment replacement strategy developed in January of 1984. During 1984, 50% of the older, more obsolete equipment was replaced; when the plan is complete, the average age of all front-line equipment will be less than ten years, which is far below national standards.

Fire Department Facilities



To continue to meet the fire protection needs of Boston's residents, business owners and visitors, the City is prepared to make substantial capital investments to bring all department facilities and equipment to the highest level of quality. Specific investments are described in the following chapter.

HISTORY OF CAPITAL PLANNING AND EXPENDITURE

FACILITIES

In 1956, Boston's City Planning Board put forth a plan to improve the fire station network. Its goal was to bring Boston out of the horse-drawn era. (Horse-drawn firefighting required more station locations in total, but allowed their placement on narrow side streets, not necessarily convenient to major arteries.) Boston's fire protection capabilities were severely hampered by its outdated network of stations, many of which had insufficient space for maneuvering modern apparatus and provided inadequate kitchen, sanitary, and plumbing facilities.

In 1956, 61% of Boston's 49 operating fire stations had been built before 1910. The Planning Board called for

a reduction in the total number of stations to 35, to be achieved by closing 31, retaining and renovating 18, and constructing 17 new facilities. In actuality, the City retained 21 and built 13, for a total of 34, while closing 28.

A significant amount (over $10 million) of Boston's capital expenditures for fire services in the past 30 years has been for new station construction. Since 1970, 11 new firehouses have been built in neighborhoods across the City. From 1970-1975 new stations were built in Charlestown, the South End, Hyde Park, Dorchester, Roxbury, and West Roxbury. Since 1977, new stations were built in Brighton, East Boston, South Boston, the Central Business District, and Jamaica Plain. The map, which follows, denotes the location of all presently operating stations and the assigned firefighting companies. Table 1 provides a complete listing of all BFD buildings, by neighborhood location, age, and engine company location.

TABLE 1

1985 INVENTORY OF ALL FIRE FACILITY LOCATIONS

ENGINE/LADDER COMPANY	DATE BUILT	NEIGHBORHOODS
Eng. 33/Lad 15	1888	Back Bay
Alarm	1925	Fenway
Safety Division	1949	Beacon Hill
Training Academy	1960	Boston Harbor
Eng. 51	1913	Brighton
Eng. 29/Lad 11	1929	Brighton
Eng. 41/Lad 14	1977	Brighton
Eng. 10/AT/Rescue	1953	CBD
Eng. 4/Lad 24	1965	CBD
High Pressure Stat	1979	CBD
Eng. 50	1918	Charlestown
Eng. 32/Lad 9	1970	Charlestown
Eng. 18/Lad 6	1894	Dorchester
Eng. 21	1926	Dorchester
Eng. 17/Lad 7	1928	Dorchester
Eng. 20	1958	Dorchester
Eng. 16	1958	Dorchester
Eng. 52/Lad 29	1973	Dorchester
Eng. 5	1902	East Boston
Eng. 56/Lad 21	1950	East Boston
Eng. 9/Lad 2	1977	East Boston
Eng. 49	1918	Hyde Park
Eng. 48/Lad 28	1972	Hyde Park
Eng. 28/Lad 10	1984	Jamaica Plain
Eng. 54	1946	Long Island
Marine Unit	1911	North End
Eng. 8/Lad 1	1948	North End
Eng. 53/Lad 16	1959	Roslindale
Eng. 24/Lad 23	1898	Roxbury
Eng. 37/Lad 26	1933	Roxbury
Arson/Maintenance	1951	Roxbury
Eng. 42	1952	Roxbury
Eng. 14/Lad 4	1974	Roxbury
Eng. 2/Lad 19	1932	South Boston
Eng. 39/Lad 16	1977	South Boston
Eng. 3/Lighting	1941	South End
Headquarters	1951	South End
Eng. 22	1960	South End
Eng. 7/Lad 17	1971	South End
Eng. 30/Lad 25	1898	West Roxbury
Eng. 55	1974	West Roxbury

* CBD - Central Business District

APPARATUS

The Department has had a practice, at least over these same 30 years, of purchasing large quantities of fire equipment at infrequent intervals. For example, in 1968, 13 pumpers and four ladder trucks were purchased, while in 1976, five pumpers and ten ladders were added. More recently, in 1984, the City purchased 22 pumpers and six ladders, replacing a quantity of aged and deteriorating equipment, which had remained in use during the Proposition 2-1/2-imposed capital spending moratorium.

An in-house departmental study completed in 1983 revealed the Fire Department was fast approaching a precarious position in terms of the age of its firefighting apparatus. The average age of front-line equipment was 10.8 years for pumpers, and 12.7 years for ladders. Body rot, pump breakdowns, metal fatigue, and the cost of spare parts had made it increasingly difficult to keep apparatus in working order.

After reviewing this internal study, the Administration began an aggressive campaign to replace obsolete equipment, spending $3.9 million to replace half of its outdated front-line machinery. The most recent purchase, a 100-foot aerial tower costing $345,000, is considered one of the most sophisticated pieces of fire fighting apparatus in the entire country.

Table 2 provides an inventory of all operable firefighting apparatus by type and status.

TABLE 2

BOSTON FIRE DEPARTMENT APPARATUS

EARS	FRONT-LINE		RESERVE		MISCELLANEOUS	
URCHASED	PUMPERS	LADDERS	PUMPERS	LADDERS	EQUIPMENT	TOTAL
re-1969	0	0	0	1	5	6
970-1973	0	5	12	6	3	26
974-1977	4	11	0	0	2	17
978-1983	8	0	0	0	0	8
984-1985	22	6	0	0	2	30
TOTAL	34	22	12	7	12	GRAND TOTAL 87

CURRENT CONDITIONS

The Boston Fire Department currently operates out of 41 facilities. These buildings range in age from more than 95-years-old (Engine Company 33, in the Back Bay, and Engine Company 18 in Dorchester), to less than one year old (Engine Company 28, in Jamaica Plain). In general, the vast majority of these stations are in fairly good condition; in certain specific cases, however, severe conditions exist which require immediate attention.

During 1984-85, four stations (Engine Companies 3, 17, 22 and 29) received roof replacement and masonry repairs to correct water seepage problems. Similar conditions currently exist at several other stations. In addition, many stations require improvements to electrical and energy systems, as well as modernization of kitchens and plumbing facilities. A complete list of station needs is provided in Table 3.

TABLE 3

1985 INVENTORY OF ALL FIRE FACILITY CAPITAL NEEDS

ENGINE/LADDER COMPANY	DATE BUILT	CAPITAL NEEDS
Eng. 33/Lad 15	1888	ceiling, floor, paint
Alarm	1925	roof, plumb, elect.
Safety Division	1949	fencing, pave, paint
Training Academy	1960	minor repairs
Eng. 51	1913	kitch, plumb, floor
Eng. 29/Lad 11	1929	roof, kitch, elect, floor
Eng. 41/Lad 14	1977	paint, windows, pave
Eng. 10/AT/Rescue	1953	windows, floor, heat
Eng. 4/Lad 24	1965	kitch, windows
High Pressure Stat	1979	no capital needs
Eng. 50	1918	roof, kitch, plumb
Eng. 32/Lad 9	1970	paint, windows
Eng. 18/Lad 6	1894	roof, floor, masonry
Eng. 21	1926	roof, elect, windows, plumb
Eng. 17/Lad 7	1928	roof, plumb, elect
Eng. 20	1958	paint, pave, windows
Eng. 16	1958	roof, heat, plumb, kitch
Eng. 52/Lad 29	1973	windows, paint, pave
Eng. 5	1902	roof, elect, kitch
Eng. 56/Lad 21	1950	elect, plumb, windows, kitch
Eng. 9/Lad 2	1977	paint, diesel tank, pave
Eng. 49	1918	paint, kitch, windows
Eng. 48/Lad 28	1972	paint, doors, windows,
Eng. 28/Lad 10	1984	brand new
Eng. 54	1946	heat, windows, floor, paint
Marine Unit	1911	plumb, fencing, pave
Eng. 8/Lad 1	1948	roof, floor, plumb, elect
Eng. 53/Lad 16	1959	windows, heat, kitch, paint
Eng. 24/Lad 23	1898	kitch, windows
Eng. 37/Lad 26	1933	roof, plumb, kitch
Arson/Maintenance	1951	windows, floors, paint
Eng. 42	1952	windows, pave, paint
Eng. 14/Lad 4	1974	windows, paint, pave
Eng. 2/Lad 19	1932	roof, kitch, floor, windows
Eng. 39/Lad 16	1977	paint, pave, windows
Eng. 3/Lighting	1941	roof, elect, plumb, heat
Headquarters	1951	plumb, windows, elect, paint
Eng. 22	1960	roof, windows, plumb elect
Eng. 7/Lad 17	1971	windows, paint
Eng. 30/Lad 25	1898	kitch, floor, masonry
Eng. 55	1974	paint, masonry, elect

KEY:
Roof - roof repair or replacement
Elect - electrical repairs including lighting
Plumb - plumbing repairs
Kitch - kitchen facility renovations
floor - repair/replace flooring
windows - replace/insulate windows and doors
pave - pave aprons and/or yards
heat - heating unit repair/replacement

The current front-line inventory of Fire Department apparatus includes 34 pumper trucks, 21 ladder trucks, one 100-foot aerial tower vehicle, one heavy-duty rescue truck, and numerous support vehicles. There is also a reserve fleet of 19 pieces of apparatus.

Most of the BFD vehicles are in good-to-excellent condition, and are highly reliable. However, there are still several 1976 pumper trucks on front-line duty; these are nearly at the end of their useful lives. There are also two ladder trucks which date from 1970 and 1972, respectively, and which will require future replacement. The aerial tower was just purchased in 1985, replacing a unit in operation since 1970, and the heavy-duty rescue vehicle (which includes the "Jaws of Life" tool) dates from 1976 and has responded to over 20,000 calls.

PROPOSED CAPITAL ACTION

APPARATUS

The Administration believes it is imperative to provide the Fire Department with the resources and equipment it needs to continue delivering the finest fire protection services in the country. Historically, the Boston Fire Department has taken the lead, employing the most up-to-date equipment. The Department pioneered the use of the municipal fire alarm telegraph system in this country, a system that was quickly adopted in other major cities.

To continue that tradition, the City proposes to inaugurate a program of replacing older, worn-out equipment on an annual basis, thereby ending the thirty-year-old practice of infrequent, mass purchases.

Under this plan, the Department would receive the money to acquire several new pieces of equipment every year over the next five years. That would guarantee better management of equipment purchases by making them steadier and more predictable from year to year.

This replacement policy will ensure that old equipment is retired in a timely fashion, and it will guarantee that no area of the City will be covered by front-line equipment that is more than ten years old. This policy is consistent with national standards, which specify that front-line equipment should not remain in service for more than ten years.

The Administration plans to spend $5 million over the next five years to implement this plan, which will include:

- three pumper and three ladder trucks in Year 1
- one aerial tower truck in Year 1
- two pumper and three ladder trucks each in Years 2 and 3
- two pumper and two ladder trucks each in Years 4 and 5

At the end of this five-year plan, the average age of each type of apparatus will be just over four years. This schedule ensures that Boston will be operating with safe, reliable equipment into the 1990's, and it means the people of Boston will continue to receive first-rate fire protection.

FACILITIES

No new firehouse construction is anticipated during the five-year span of this capital plan. Instead, the Administration proposes to improve the conditions of existing facilities through an extensive renovation and repair program.

Research into the facility needs for the Boston Fire Department resulted in the development of three categories of action, based on the urgency of the proposed repairs:

Category I: roof and waterproofing projects
Engine Companies 2, 3, 5, 8, 16, 27, 18, 21, 22, 29 37, 48, 50, Alarm Building

Category II: energy efficiency projects
Engine Companies 10, 20, 24, 30, 42, 49, 53, 54, 56, Arson/Maintenance Building, Headquarters Building

Category III: general improvement projects
Engine Companies 4, 7, 9, 14, 32, 33, 39, 41, 51, 52, 55, Training, Safety, and Marine Units

The most pressing need in several firehouses is to halt roof and wall leakage. It is imperative that these conditions be addressed immediately, since they pose potential dangers to both the physical structure and the electrical system of each building; they also create uncomfortable working conditions.

Category II improvements will address the efficiency of heating and lighting at various stations; when completed, they will significantly reduce the energy costs of operating the stations, thus saving money and improving comfort. Finally, implementation of Category III repairs, for example kitchen and plumbing modernization, will halt the decline experienced in firehouses over the past five years, and will improve morale.

The total cost of these proposed repairs is estimated to be approximately $3.1 million; the repairs will be completed over a period of about 3.5 years.

It is inevitable that new firehouse construction will be needed within the next ten years. The Administration will initiate planning procedures now to develop a long-range plan that will meet the Department's future needs for station replacement. Careful assessment of Boston's older, poorly located fire stations, along with an examination of the most recent national standards on fire station location and size, will assist in developing a valuable, long-range replacement plan.

HIGHLIGHTS OF PROPOSED CAPITAL ACTION

- construct new 350-bed inpatient facility at Boston City Hospital
- complete renovations of Dowling Building and fire-damaged area of Ambulatory Care Center at Boston City Hospital
- begin design and engineering for replacement of Long Island Bridge deck
- complete critical repairs to administration and Nichols buildings, patient wards, power and sewage plants at the Long Island Hospital
- replace roofs and repair masonry in kitchen, Foley, and laundry buildings at the Mattapan Hospital
- completely renovate patient areas in Foley Building at the Mattapan Hospital
- undertake urgent capital improvements to South Boston, North End, Harvard Street, Uphams Corner, and Whittier Street health centers
- provide an average of $2 million annually for medical equipment purchase for the Department of Health and Hospitals

FRONT VIEW OF THE HOSPITAL FROM HARRISON AVENUE.

The City of Boston, through its Department of Health and Hospitals, directly provides a wide range of medical services. It also coordinates support services with a network of health care providers and insurers, so that city residents have access to proper health care regardless of income, race, gender, or creed.

The Department operates three hospitals (Boston City Hospital (BCH) in the South End, Long Island Hospital on Boston Harbor, and Mattapan Hospital in Mattapan), which provide inpatient and emergency health services. An extensive network of neighborhood health centers provides city residents with essential ambulatory and preventive care in their home communities.

Boston City Hospital is the anchor of the City's health care system. It provides roughly one-quarter of the free care in Massachusetts and half the free care in Boston, with 170,000 outpatient visits each year and a 469-bed inpatient capacity. However, BCH has become outmoded and dilapidated. Unless a new facility is built, the City will be unable to maintain its historic commitment to serve all those in need, regardless of ability to pay.

More than a hundred years ago, Boston established BCH as a community teaching hospital dedicated to meeting the acute health care needs of the city's poor. During the Great Depression, when the need for free health care increased dramatically, Mayor James Michael Curley undertook an ambitious program to expand BCH. New buildings were added, increasing hospital capacity to 2,000 beds. BCH became affiliated with three area medical schools -- Harvard, Tufts, and Boston University -- transforming it into a major teaching hospital. Mayor

Curley's dream of establishing the finest public health hospital in the nation had been realized.

By the 1960's, however, the City began reassessing the effectiveness, both medical and financial, of the sprawling BCH campus with its services scattered among 28 buildings over three city blocks. Lack of capital investment had allowed these buildings to deteriorate. A phased rebuilding program was begun, but never completed.

To address this situation, the Administration is proposing to build a new health care complex at Boston City Hospital. The capital plan for a new inpatient facility will result in a major change at the hospital as older buildings are razed and a gleaming new building emerges. The new Boston City Hospital will consolidate major health care functions, providing modern comprehensive inpatient and outpatient care. With this sweeping change, the dream that was Mayor Curley's will be revived, and continued quality health care for the city's poor and needy will become a lasting reality in Boston.

To accomplish this important objective, on September 3, 1985, the City filed a Determination of Need (DON) application with the State Department of Public Health (DPH) for a new 350-bed facility at BCH. The estimated cost of construction, including equipment, is $130 million; the estimated cost, including financing is $180 million. The Department of Health and Hospitals has proposed financing this project through the issuance of tax-free revenue bonds backed by a mortgage guarantee from the Federal Housing Administration (FHA). Since this project will not be financed through the sale of City of Boston general obligation bonds, it will not affect the City's bond rating or its debt capacity.

Even as the DON application is the culmination of 20 years of planning for the rebuilding of BCH, it is also the beginning of a lengthy state and federal review process. The expected results will be a new building to anchor the current health care network, and the reestablishment of Boston's public health care system as the finest in the nation.

The BCH construction will be the centerpiece of a comprehensive revival of the City's health care facilities. Complementing the construction of a new BCH will be essential renovations and critical equipment purchases for all three Health and Hospitals facilities, as well as the neighborhood health centers. At BCH the proposed renovations will correct mechanical deficiencies and improve both inpatient and ambulatory areas while the new building is being constructed. Critical capital improvements are also planned at Mattapan Hospital and Long Island Hospital. Consideration of the long-term medical uses and capital needs of these two hospitals will continue through FY'86.

HISTORY OF CAPITAL PLANNING AND EXPENDITURE

Boston has long been committed to providing essential health services to its people, regardless of their income. Boston's first Board of Health, headed by Paul Revere, was established in 1799. Until 1966, it operated independently of its three municipal hospitals. The two bodies merged that year to create the Department of Health and Hospitals. The City's neighborhood health centers are of varying ages, with the oldest established in 1965 and located at Columbia Point.

BOSTON CITY HOSPITAL

Boston City Hospital is a teaching hospital which provides health and medical services to Boston residents regardless of their ability to pay. At BCH, services range from treatment of trauma and complex medical needs to inpatient primary care. BCH serves a larger percentage of Boston residents than any other hospital in the city; 94 percent of its patients are city residents.

The first building at BCH was constructed in 1861 on what were then the banks of the Fort Point Channel. Between 1912 and 1938, another eleven buildings were added. The balance of the BCH complex was built during the 1970's, as part of a major reconstruction and renovation program to completely rebuild the hospital. Stage I began in 1972 with the construction of facilities for nursing education, housing, and recreation. Five years later, Stage II was completed in the construction of the Ambulatory Care Center and a new mechanical plant. Stage III was to have focused on the hospital's inpatient facilities, including a complete renovation of the Dowling Building and the construction of a new building. The budget reductions imposed by Proposition 2-1/2 forced the suspension of Dowling renovations and postponement of plans for the new building.

Table 1 shows the capital expenditure for new construction and renovation at BCH between 1970 and 1985.

TABLE 1

BOSTON CITY HOSPITAL
MAJOR CAPITAL INVESTMENTS 1970-1985

	PROJECT	COMPLETION DATE	TOTAL COST (in $000's)
1)	Biochemistry Lab	1970	342
2)	Cardiovascular Unit	1970	270
3)	Nurses Resid., Educ. Bldg., Garage and Recreation Bldg.	1972	39,272
4)	Mech. + Elec. Sys. Repairs	1973	689
5)	Ambulatory Care Center	1977	34,214
6)	Mechanical Plant	1977	11,714
7)	Dowling Bldg. Renov. Ph.I-III	1979-85	8,912
		TOTAL	95,313

LONG ISLAND HOSPITAL

Located on Long Island in Boston Harbor and connected to the mainland by a bridge to Squantum (Quincy), Long Island Hospital occupies one of the most beautiful spots in Boston. Founded in 1887 as the Boston Almshouse, the facility was a shelter for the City's burgeoning poor population. In 1927, it became Long Island Hospital, providing both medical care and dormitory living space. At its peak, the hospital housed 400 dormitory residents and 800 chronic care patients.

In the early 1970's, the Department of Health and Hospitals closed the dormitory and several patient units, responding to both budget pressures and code violations. As the State's Medicare reimbursement guidelines became increasingly strict, additional patient wards at Long Island were closed, until the present size of 193 was reached. The patients now served at Long Island are generally medically stable but require heavy nursing care.

In 1983, the City opened an emergency shelter for homeless people in the Tobin Building on Long Island. This facility houses 200 homeless people per night, making it the second largest shelter for the homeless in Boston.

MATTAPAN HOSPTIAL

Mattapan Hospital was founded in 1907 as a treatment center for patients with pulmonary tuberculosis. With the discovery of a cure for TB in the 1960's, the hospital shifted its services to long-term care for the chronically ill. The hospital currently operates 165 licensed beds for medically unstable, chronically ill patients. In addition, an alcohol detoxification program, an adult day care center, and a shelter for battered women are located in the hospital complex. Since 1970, the City has spent $800,000 for electrical system improvements, roof replacement, and interior renovations at Mattapan Hospital.

NEIGHBORHOOD HEALTH CENTERS

The City assisted in establishing a network of neighborhood health centers in order to provide necessary

medical care near people's homes. The centers provide a range of services to children, adults, and the elderly including internal medicine, obstetrics and gynecology, dental work, mental health counseling, dermatology, optometry, and nutrition education.

The first neighborhood health center in the United States opened at Columbia Point in 1965. In the 20 years since, the City has developed a widespread network of 24 centers, each delivering primary outpatient services to Boston residents. Their operating facilities are quite diverse: two are located in public housing developments, three occupy space in municipal buildings, five operate from structures built by the George Robert White Fund, and the balance are in privately-owned sites.

Although most of the health centers are independently licensed, two are licensed as part of Boston City Hospital. Another six are directly affiliated with BCH, while a third group refers patients to BCH or uses the hospital's laboratory services.

Funding for capital improvements to the health centers has been derived from a variety of sources. In the 1970's, direct federal grants were used to construct and renovate several health centers. Federal Community Development Block Grant (CDBG) money received by the City has also been used. In addition, the City has spent $4.5 million from municipal revenues for the repair, renovation, and construction of neighborhood health care facilities.

CURRENT CONDITIONS

BOSTON CITY HOSPITAL

Boston City Hospital includes 25 buildings located on approximately 17 acres of land in the South End. Table 2 provides a list of the buildings, their dates of construction, and present use.

TABLE 2

INVENTORY OF BUILDINGS
BOSTON CITY HOSPTIAL

	BUILDING	DATE OF CONSTRUCTION	CURRENT USE
1)	B,C+D Building	1861	Closed
2)	F,G+H Building	1861	Admin.,Labs
3)	Sears Building	1863	Closed
4)	Peabody Building	1912	Admin, EKG labs
5)	Thorndike Building	1924	In-patient rms., research labs
6)	OB-Gyn. Building	1925	In-patient, deliv. + oper. rms.
7)	Medical Building	1928	In-patient rms.
8)	House Officers Building	1928	Admin.,doctors sleep rms.
9)	Administration Building	1930	Administrative offices
10)	Laundry Building	1932	Laundry collection/distribution
11)	Mallory Building	1932	Ambul. garage, morgue, labs
12)	Storeroom Building	1934	Warehouse
13)	Kitchen + Dispensary	1934	Kitchen, dining room, pharmacy
14)	Dowling Building	1937	In-patient, operating rms.
15)	Pediatric Building	1937	In-patient rms., pedi. clinics
16)	Finland Building	1968	Clinical + research labs
17)	Biochemistry Building	1970	Biochem + hematology labs
18)	Low-rise Resid. Bldg.	1972	House officers/market residence
19)	High-rise Resid. Bldg.	1972	Nurses/market residence
20)	Nurses Education Bldg.	1972	Nursing school/training, admin.
21)	Recreation Building	1972	Gym, pool, auditorium
22)	Garage	1972	Parking garage
23)	Carpenter Building	1973	Ambulance supply storage
24)	Ambulatory Care Center	1977	Outpatient clinics, adult emerg.
25)	Mechanical Plant	1977	Heat + elec. distr.; maint.shops

Decades ago, it was customary to house each medical service at a hospital in a separate building. The present BCH complex is a legacy of that time. Patients and supplies are transported among buildings through a network of tunnels running beneath the BCH buildings. The inefficiency of this layout is further exacerbated by the age of the buildings. The four inpatient buildings, medical labs, administration areas, laundry, and kitchen together have an average age of 55 years.

Almost all the older buildings are in need of substantial renovation to improve mechanical systems, increase energy efficiency, upgrade fire alarm and sprinkler systems and create comfortable patient areas. A complete renovation of the Dowling Building, the largest inpatient building, is now underway, with three phases completed at a cost of $ 8.9 million, and the fourth and final phase now being planned. In addition, work has begun on the design and engineering of life safety (smoke detection, fire alarm, and sprinkler) systems in four other buildings.

The newer buildings at BCH require only minor attention. The nursing and recreation areas of the South Block (located across Massachusetts Avenue across from the main BCH campus) are in relatively good condition. The Ambulatory Care Center (ACC), adjacent to the South Block, and the mechanical plant, located on the other side of Albany Street, are also in relatively good condition. A portion of the 5th floor in the ACC was damaged by fire in 1979, however, and requires repair. There is an additional need to waterproof the second story plaza, which connects the ACC to the South Block residences. The South Block residential building, now used primarily for market-rate housing, will be included in the life safety systems project described above.

LONG ISLAND HOSPITAL

Of the 13 buildings in the Long Island Hospital complex, ten are currently being used. A complete list of the buildings, their dates of construction, size, and current uses are provided in Table 3.

Although Long Island's buildings are old (their average age is 55 years), badly weathered, and in need of repair, they are not the part of the site requiring the largest capital investment. Engineering analysis of the Long Island Bridge has concluded that the bridge deck must

TABLE 3

INVENTORY OF BUILDINGS
LONG ISLAND HOSPITAL

	BUILDING	DATE OF CONSTRUCTION	CURRENT USE
1)	Administration Bldg.	1887	Administrative offices
2)	Powerhouse	1895	Heating plant
3)	Richards Building	1902	Closed
4)	Wards A,B,C,D	1915	Patient area
5)	Morris Building	1921	Closed
6)	Nichols Building	1928	Patient area
7)	Garage	1932	Parking, maint. shop
8)	Fire House	1935	Fire station
9)	Tobin Building	1940	Emergency shelter
10)	Laundry Building	1950	Laundry
11)	Sewage Plant	1960	Sewage treatment
12)	Incinerator	1951	Incinerator
13)	Dietary	1973	Kitchen/cafeteria

be replaced, at a cost in excess of $2 million. In addition, the hospital's sewage treatment facility may need to be completely upgraded.

Both the administration building and the power plant are in need of extensive improvements. The roof of the administration building must be replaced, and renovations to the second and third floors will be required. The roof of the power plant leaks badly, and the building's brick walls have been damaged by water seepage.

The patient areas are located in four one-story wards and in the Nichols Building, all of which require some roof and masonry repairs, particularly along the walls facing the prevailing ocean winds.

The remaining short-term capital need at Long Island is for new windows in the Tobin Building; long term, the hospital's oil tanks may need to be relocated closer to the power plant.

MATTAPAN HOSPITAL

All of the chronic care patients at Mattapan Hospital are housed in the Foley Building, which is prominently located in the center of the hospital grounds. Connected to the Foley Building are the kitchen, cafeteria, adult day care center, and the administration building. This area, together with the powerhouse, laundry, Alcohol Rehabilitation Center, and women's shelter comprise the main operational facilities at the hospital. Table 4 lists Mattapan's buildings, their dates of construction, size, and current use.

TABLE 4

INVENTORY OF BUILDINGS
MATTAPAN HOSPITAL

	BUILDING	DATE OF CONSTRUCTION	CURRENT USE
1)	A Building	1910	Closed
2)	B Building	1910	Closed
3)	D Building	1912	Closed
4)	Foley Building	1914	Patient wards, admin.
5)	C Building	1916	Closed
6)	M Building	1916	Carpenter Shop
7)	E Building	1929	Closed
8)	I Building	1929	Closed
9)	Nurses Building	1930	Alchohol rehab program
10)	Laundry	1931	Laundry
11)	Powerhouse	1931	Heating plant
12)	Garage	1931	Hospital vehicle parking
13)	S Building	1931	Alchohol detox. program
14)	Physicians Building	1931	Police stress program
15)	Dietary Building	1931	Kitchen and cafeteria
16)	Recreation Hall	1931	Adult day care center
17)	Main House	N/A	Women's shelter

The most urgent need at the hospital is for roof and masonry repairs. The roofs of the cafeteria, adult day care center, administration building and laundry area must be replaced. The roof of the Foley Building was replaced in 1984; however, additional flashing and masonry repairs are still needed along the building's north side. Designs for these improvements were recently advertised for bids; preliminary estimates for design and construction are in the $350,000 range.

An additional capital project is the replacement of one of the heating boilers. A new boiler will improve the reliability of the hospital's heating system, and will reduce energy costs.

Once these basic capital improvements are completed, an extensive renovation of the hospital's patient areas will be required. This should include upgrading the building's electrical and plumbing systems as well as installation of central suction and oxygen service. These improvements are necessary to serve the increasing number of medically unstable patients at the hospital.

MEDICAL EQUIPMENT

Since the Proposition 2-1/2 spending moratorium in 1980, the Department of Health and Hospitals has been able to purchase only the most critical pieces of medical equipment, using a combination of operating dollars and allocations from the Cooper Trust Fund. After five years of reduced equipment purchases, almost all divisions have a large backlog of capital equipment needs, ranging from wheelchairs to a Cardiac Imaging System.

The largest capital equipment requirements exist at BCH. As an acute care hospital and trauma center, BCH must meet both regulatory agency standards and community needs. This includes the use of safe, sufficient, and up-to-date medical equipment. Smaller but still urgent equipment needs exist at both Long Island and Mattapan Hospitals. Renewed capital investment in the medical equipment of the Health and Hospitals Department is needed both to replace worn items and to access new technologies.

NEIGHBORHOOD HEALTH CENTERS

A recent survey of the capital needs of Boston's neighborhood health centers identified improvements in excess of $7.5 million.

Several of the centers, such as the North End and Harvard Street in Dorchester, are in need of roof replacement and basic interior renovations. South Boston, Uphams Corner, and Codman Square are among those experiencing substantial increases in patient volume and a concomitant need to expand. Still others require energy conservation improvements that will allow them to devote a greater portion of their scarce resources to patient services.

Whittier Street in Roxbury is a health center with critical capital needs. The center requires a new roof, new boiler, exterior drainage improvements, and extensive interior renovations if it is to remain operational.

PROPOSED CAPITAL ACTION

This chapter has already outlined plans for the construction of a new 350-bed facility at Boston City Hospital. This project will not be financed through the sale of City of Boston general obligation bonds. Therefore, it will affect neither the City's bond rating nor its debt capacity. Rather, the Department of Health and Hospitals has proposed issuing tax-free revenue bonds, backed by a mortgage guarantee from the Federal Housing Administration (FHA). Because the federal government will insure these bonds, they will receive a higher rating from investors and rating agencies, resulting in lower interest costs for the project.

In addition to these plans, over $12 million in immediate capital improvements are proposed for BCH to assure both continued accreditation and improved patient services while the new building is being constructed.

At Long Island and Mattapan Hospitals, basic capital improvements will be completed to secure the buildings from the elements and permit the continued provision of decent medical care. More comprehensive planning for the improvement and expansion of the medical services at these facilities will begin in FY'86.

BOSTON CITY HOSPITAL

- Complete final phase of Dowling Building renovation, using a combination of city capital funds, federal grants, and Cooper Trust Fund allocations. The scope of work will include

elevator improvements, relocation of central sterile supply, new connectors to the ACC, and construction of a pediatrics emergency unit, at a total cost of $8.4 million.

- Renovate fire-damaged area of the ACC in FY'86 at a cost of nearly $1 million. Completion of this work will allow for the expansion and modernization of the BCH dental and pediatrics outpatient units.

- Upgrade life safety systems in all inpatient buildings to meet modern fire safety codes. These improvements will be completed in 1986 at a cost of $1.6 million.

LONG ISLAND HOSPITAL

- Replace roofs, repair masonry and complete interior renovations in the power plant, administration and Nichols buildings. Replace grinder and screening in the sewer plant. These improvements are proposed to begin as soon as possible, at an estimated cost of $1.1 million.

- Begin design and engineering for the replacement of the deck of the Long Island Bridge. Total cost of the project, including construction, is estimated at $2.5 million.

MATTAPAN HOSPITAL

- Replace roofs in the kitchen, adult day care center, administration building, and laundry areas, and repair flashing and masonry along the north side of the Foley Building. The total project cost is $350,000.

- Remove oil tanks in the powerhouse and replace main boiler at a total cost of $250,000.

- Completely renovate patient areas in the Foley Building, including new electrical systems, new plumbing, and the installation of central suction and oxygen supply. This project will be completed in two phases over a three-year period at a total cost of $3.4 million.

MEDICAL EQUIPMENT

- Provide an average of $2 million annually for medical equipment purchases at all three
- hospitals. From treadmills and wheelchairs to infusion pumps and duplex Doppler scanners, medical equipment at the hospitals will be replaced and upgraded to ensure quality patient care.

NEIGHBORHOOD HEALTH CENTERS

- Capital improvements to the South Boston, North End, Harvard Street, and Uphams Corner Health Centers, using up to $860,000 in funds from George Robert White Fund.
- Replace roof and boiler, repair interior areas on upper floors and waterproof basement at the Whittier Street Health Center.

HIGHLIGHTS OF PROPOSED CAPITAL ACTION

- Reconstruct 100 miles of streets and sidewalks.
- Complete design and engineering for reconstruction of several major roadways annually, to qualify for state and federal highway reconstruction grants.
- Install 8,000 city-owned street lights.
- Install new traffic signals at more than 90 intersections.
- Rehabilitate or reconstruct 22 of Boston's 34 vehicular bridges.

Much of Boston's roadway system and several of its bridges date back to an era when the principal means of transportation was the horse and buggy. Although the City's older streets have been repeatedly repaved and at times widened, in most cases their basic layout has remained unchanged. From the winding former cowpaths of downtown to the geometric grid of the Back Bay, Boston streets reflect the history of the City's development.

Today, the user demand on these streets is at its highest level ever. Each workday, out-of-town commuters, shoppers, business people, and tourists swell Boston's daytime population to more than one million. The City's network of roadways, sidewalks, street lights, traffic signals, and bridges provides essential transportation and safety services to all who live in, commute to, and visit Boston. These public ways are also the thread which connects Boston's urban fabric, linking neighbors and neighborhoods together into one city. With the ongoing downtown commercial boom and more people returning to live in Boston's neighborhoods, the capacity and condition of Boston's transportation system is becoming an increasingly important issue.

This capital plan proposes a reinvestment effort which will begin to replace city streets on a lifecycle schedule of about 25-30 years, rehabilitate the City's bridges, and upgrade its street lighting and traffic signal systems. Major arterial roadways and important downtown streets will be redesigned and reconstructed. In residential areas, rebuilt streets and sidewalks will be complemented by new lighting and trees. Street and sidewalk improvements in neighborhood commercial districts will be combined with more attractive lighting, new trees, trash receptacles, and benches.

The City of Boston owns and maintains 784 miles of streets, ranging from small residential roadways to bustling arteries. Sidewalks are located on both sides of most of these streets; overhead are more than 50,000 street lights, nearly half of which are owned by the City. At over 600 of the busiest intersections, there are city-owned traffic signals. Thirty-four vehicular and seven pedestrian bridges are also the property and responsibility of the City.

Several city agencies have at least partial responsibility for planning, constructing, and maintaining Boston's transportation network:

- the Public Works Department has primary responsibility for the reconstruction, repair, and maintenance of the City's streets, sidewalks, bridges, and street lights.

- as part of its transportation planning function, the Traffic and Parking Department works closely with other agencies on the design and scheduling of major street reconstruction and bridge improvements. The Traffic and Parking Department is also charged with planning, improving, and maintaining the City's traffic signal system.

- the City's development agencies -- the Boston Redevelopment Authority, the Neighborhood Development and Employment Agency, and the Economic Development and Industrial Corporation -- also contract for and/or fund street and sidewalk improvements associated with new private development. These expenditures are discussed in greater detail in the Economic Development chapter of this report.

CURRENT CONDITIONS

On the average, an intersection of two major roadways in Boston is likely to have a traffic flow of more than 26,000 vehicles daily. For example, approximately 32,000 cars, buses, and heavy trucks pass through the intersection of Commonwealth and Massachusetts Avenues each business day. In contrast, the intersection of two smaller streets, such as River and West Streets in Hyde Park, has an average traffic flow of fewer than 5,000 vehicles a day, primarily cars making local trips.

The roadbeds and sidewalks of Boston's local streets provide a place for neighbors to socialize and for children to play. Trees lining these streets and lights overhead help enhance the social and aesthetic value of neighborhood public ways. The streetscape has an equally important function in the central and neighborhood business districts. As shoppers mingle and browse along the sidewalk, benches and trees provide a cool respite from the bustle, while proper street lights and traffic signals promote safety and access.

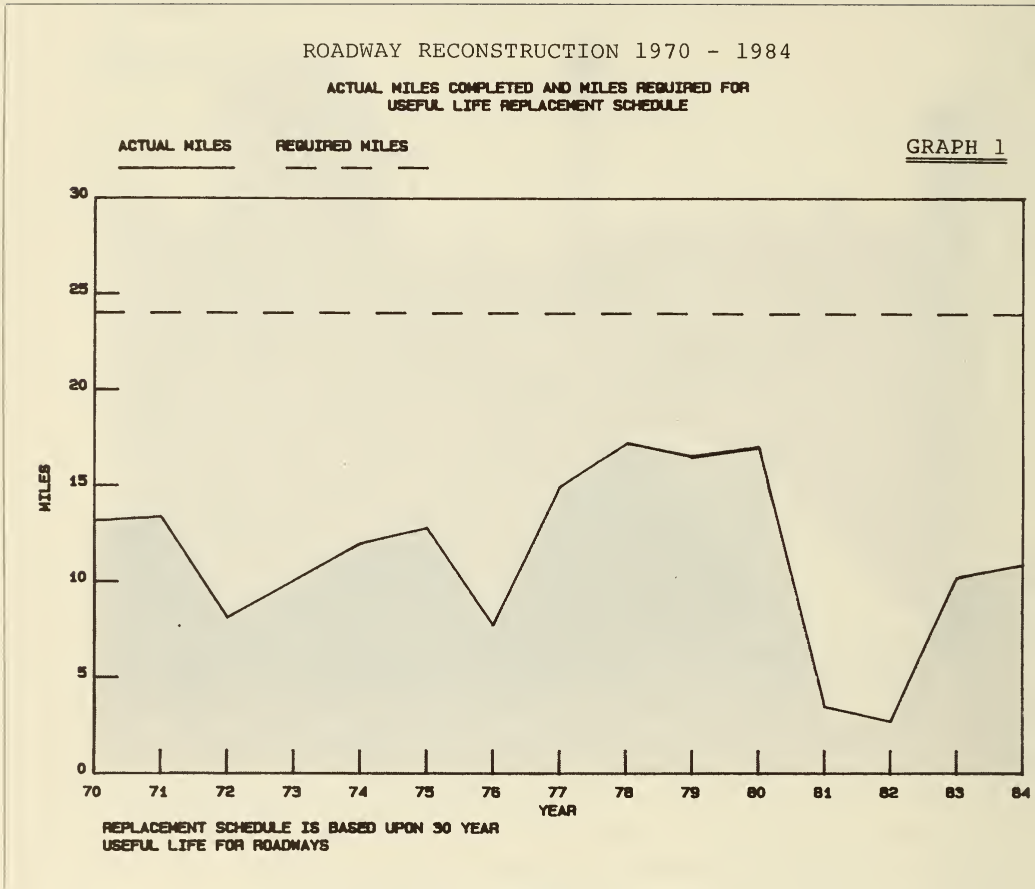
STREETS AND SIDEWALKS

After 25 to 30 years of normal use, a typical street will become brittle, and begin to crumble. Repairs can extend the useful life of the street for several more years, but eventually the street must be totally reconstructed.

From 1970 to 1984, the Public Works Department spent a total of $74.8 million in city, state and federal funds on

street reconstruction, street resurfacing, and sidewalk reconstruction. This level of investment resulted in the rebuilding of 21 percent of Boston's total street mileage. Graph 1 shows the annual expenditures and the corresponding mileage of reconstruction of street and sidewalks.

The City also constructs and rebuilds its major roadways using state and federal highway grants which are earmarked specifically for Boston. Under these grant programs (known as Urban Systems and Interstate Transfer), the City typically pays for and manages the design and engineering of the project, and the state manages the construction. Over the past six years, $40.8 million has


ROADWAY RECONSTRUCTION 1970 - 1984

ACTUAL MILES COMPLETED AND MILES REQUIRED FOR USEFUL LIFE REPLACEMENT SCHEDULE

GRAPH 1

REPLACEMENT SCHEDULE IS BASED UPON 30 YEAR USEFUL LIFE FOR ROADWAYS

been spent for the redesign and reconstruction of 8.4 miles of major city-owned streets, as part of the Urban Systems and Interstate Transfer programs.

Between 1970 and 1984, an average of 12.5 miles of City streets was reconstructed each year, not including the rebuilding funded through urban renewal programs. At this rate of investment, the average City street would be reconstructed once every 60-70 years, or more than twice the length of time recommended by a standard reconstruction schedule. Clearly, the City has consistently underfunded its street reconstruction program. The result has been an ever-increasing list of crumbling and potholed streets.

STREET LIGHTING

Street light design in Boston ranges from gas lamps in historic neighborhoods to large, powerful lights located along major thoroughfares. All of the 1,881 gas lamps located in Boston are owned and maintained by the City. In addition, the City owns slightly less than half (approximately 23,400) of the electric street lights; the remainder are owned by the Boston Edison Company.

The City's street lighting investments have been focused primarily on those areas which already have underground utility wiring. In those neighborhoods, the City has been replacing Boston Edison's lights with a more efficient and more attractive city-owned lighting system. (Where utility wiring is hung overhead, from telephone or street light poles, the installation of an additional set of poles for the city-owned lighting system would be visually unappealing).

Each city-owned light costs Boston approximately 40 percent less to operate than its Boston Edison counterpart. (Greater energy efficiency together with a reduced rate per kilowatt hour accounts for this cost differential.) In addition, the spacing, height, and style of newly-installed city lights are designed to fit the needs of the street on which they are being placed. On

major arterial roadways, the poles are higher and the lights more powerful. On neighborhood streets or commercial districts, the City lighting system is designed not only for pedestrian and traffic safety, but also for aesthetic appeal. In almost all cases more lights per street are installed under the City's program, resulting in improved public safety.

From 1974 to 1983, more than $30 million was spent for capital improvements to the City's street lighting system, including the installation of 12,000 new street lights and the replacement of 300 damaged ones. These figures include city-owned lights that were installed or replaced with state and federal highway, urban renewal, and community development block grants, as well as City capital and operating funds. An additional $2 million has been expended since 1983 for the conversion of 4,200 mercury vapor lights to the more energy efficient sodium vapor model.

All of the remaining streets on which the installation of a city-owned lighting system would be practical have been identified by the Public Works Department; the number of new City lighting units required on these streets is estimated to be approximately 31,000. The Public Works Department has already installed 5,500 street light bases. Another 600-700 bases are being installed each year as part of the Department's street reconstruction program.

TRAFFIC SIGNALIZATION

To determine the type and location of necessary traffic signal investment, the Traffic and Parking Department analyzes traffic flow patterns and accident rates at intersections across the City. When an intersection is found to need new signals, the Department develops specifications and contracts for their purchase and installation. The Department also plans improved signal systems as part of major street reconstruction projects.

Since 1975, the Traffic and Parking Department has installed new traffic signals at 62 intersections. An additional 148 improved signal systems were also included as part of the reconstruction of major streets. Together, these investments have increased the number of city-owned traffic signals to approximately 4,200, located at 618 intersections citywide.

BRIDGES

The City owns 34 vehicular and seven pedestrian bridges scattered throughout Boston. The vehicular bridges provide transportation links that are vital to Boston's commercial and industrial activities and its residential neighborhoods. One bridge provides access to the emergency shelter and medical facilities on Long Island. The City's footbridges provide pedestrians with safe and convenient crossing points over the Neponset River and various railroad tracks. Table 1 shows a complete list of all city-owned bridges by location and date of construction.

Due to the high cost of major bridge improvements, the City has recently used its limited capital resources to make critical repairs and emergency improvements. Whenever possible, state and federal bridge funds have been sought. From 1970 to 1984, the Public Works Department spent $3.6 million for capital improvements to Boston's bridges. Graph 2 shows these City expenditures by year. Since 1980, an additional $3.5 million in state and federal funds have been used for the reconstruction or rehabilitation of the Fairmont Avenue, Chelsea, North Washington, and L Street bridges.

Almost half of Boston's vehicular bridges were built before 1940; many of these bridges must soon be reconstructed. Insufficient funding for maintenance and repairs has also left several of Boston's newer bridges

TABLE 1

LOCATION, NEIGHBORHOOD AND DATE OF CONSTRUCTION OF CITY OF BOSTON BRIDGES

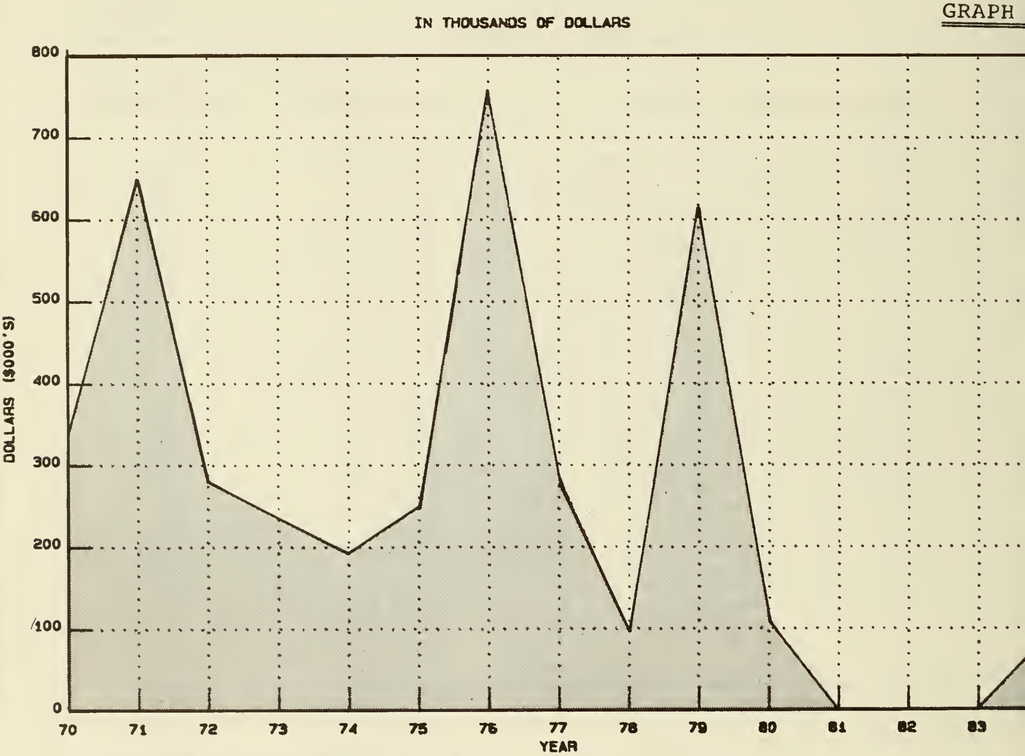
	BRIDGE NAME AND LOCATION	NEIGHBORHOOD	DATE CONSTRUCTED
1)	Adams St. over Neponset River	Dorchester	1920
2)	Alford St. over Mystic River	Charlestown	1966
3)	Amer. Legion H'way over Morton St.	Mattapan	1931
4)	B St. Foot Bridge over Neponset River	Hyde Park	1910
5)	Belgrade Ave. over Conrail	Roslindale	1918
6)	Bennington St. over MBTA	East Boston	1961
7)	Blakemore St. over MBTA	Roslindale	1950*
8)	Broadway over Foundry St./F.P.Channel	So. Bos./CBD	1902
9)	Butler St. Foot Bridge over MBTA	Dorchester	1931
10)	Cambridge St. over MBTA	Charlestown	1972
11)	Central Ave. over Neponset River	Dorchester	1974
12)	Chelsea St. over Chelsea River	East Boston	1936
13)	Congress St. over Ft. Pt. Channel	So. Bos./CBD	1930
14)	Cummins Highway over MBTA	Hyde Park/Rosl.	1921
15)	Dalton St. over Mass. Turnpike	Back Bay	1964
16)	Dana Ave over Neponset River	Hyde Park	1908
17)	Fairmont Ave. over Neponset River	Hyde Park	1984*
18)	Glenwood Ave. Ft. Bridge over Neponset	Hyde Park	1908
19)	Glenwood Ave. Ft. Bridge over MBTA	Hyde Park	1908
20)	Hyde Park Ave. over Mother Brook	Hyde Park	1921
21)	Ipswich St. over Muddy River	Fenway	1898
22)	Jones Ave. Foot Bridge over MBTA	Dorchester	1917
23)	Long Island Bridge over Quincy bay	N/A	1951
24)	Mass. Ave. over Huntington Ave.	Fenway/So. End	1941
25)	Meridian St. over Chelsea River	East Boston	1954
26)	Neptune Rd. Ft. Bridge over MBTA	East Boston	1952
27)	No. Washington St. over Charles River	Charlestown/CBD	1955
28)	Northern Ave. over Ft. Pt. Channel	So. Boston/CBD	1907
29)	Reservation Rd. over Mother Brook	Hyde Park	1898
30)	Saratoga St. over Belle Isle Inlet	East Boston	1956
31)	Sullivan Square Overpass	Charlestown	1951
32)	Sullivan Square Underpass	Charlestown	1951
33)	Summer St. over Reserved Channnel	So. Boston	1969
34)	Summer St. over A St.	So. Boston	1969*
35)	Summer St. over B St.	So. Boston	1918
36)	Summer St. over C St.	So. Boston	1918
37)	Summer St. over Ft. Pt. Channel	So. Boston	1918
38)	Toll Gate Way Ft. Bridge over MBTA	Jamaica Plain	1910
39)	Walworth St. over Conrail	Roslindale	1949*
40)	Washington St. over MBTA	Dorchester	1965*
41)	West Fourth St. over Foundry St.	South Boston	1958*

* Indicates date bridge was rebuilt

Summary of Bridges by Date of Construction	Number	Percent
Bridges Built or Rebuilt 1898-1919	15	36.6%
Bridges Built or Rebuilt 1920-1939	7	17.1%
Bridges Built or Rebuilt 1840-1959	11	26.8%
Bridges Built or Rebuilt 1860-1979	8	19.5%
TOTAL	41	100%

CITY OF BOSTON BRIDGE INVESTMENT, 1970 - 1984

GRAPH



TOTAL CITY OF BOSTON BRIDGE INVESTMENT DURING THIS TIME EQUALS $3,657,000.

in poor condition. As a result, the posted load carrying capacities of 18 of Boston's bridges have been significantly reduced. An engineering study completed in 1979 concluded that $22 million would be required to repair and reconstruct the City's bridges. By 1984, following five more years of bridge deterioration and cost inflation, the capital needs have more than doubled.

PROPOSED CAPITAL ACTION

The capital program proposed for Boston's transportation infrastructure is designed to remedy more than a decade of under-investment. Roadway and sidewalk reconstruction will be nearly doubled relative to past levels. An ambitious program will eliminate the backlog of partially completed street lighting systems (street light bases without poles or lights), and keep up with new bases being installed. Traffic signals will be erected at more than 90 hazardous intersections throughout the City. In addition, over 60 percent of Boston's vehicular bridges will be rebuilt or rehabilitated. This transportation improvement program will result in greater public safety, shorter travel times, lower vehicle repair costs, and enhanced neighborhood quality.

ROADWAYS AND SIDEWALKS

- Reconstruct 20 miles of streets and sidewalks per year using City capital and state "Chapter 90" funds. Where needed, install underground lighting conduits and upgraded traffic signals.

- Reconstruct an additional 4-5 miles of sidewalks per year as part of a separate sidewalk reconstruction program.

- Resurface over five miles of streets each year.

- Complete the design and engineering for the reconstruction of several major roadways annually to insure that Boston receives its fair share of Urban Systems and Interstate Transfer highway grants.

- Complete the second phase of a number of Urban Systems/Interstate Transfer roadway projects, including the reconstruction of Blue Hill Avenue, Columbia Road, and the streets adjacent to North Station. Review other roadways for state and federal funding including Brighton Avenue, Washington Street, Massachusetts Avenue, New Dudley Street in Roxbury, Herald Street, Summer Street and Blue Hill Avenue (Phase III).

Street Lighting

- Install 1,800 new city-owned street lights annually. Over five years this level of investment will place street lights on all 5,500 existing, but unconnected, bases and will place lights on all new bases to be installed as part of proposed street reconstruction.

TRAFFIC SIGNALS

- Install new traffic signals at 12 intersections in FY'86 and six additional traffic signals per year for FY'87-'90.

- Complete design and engineering of new traffic signals at 48 intersections. Installation will be funded through Urban Systems program.

BRIDGES

- Rehabilitate or reconstruct 22 of Boston's 34 vehicular bridges. In most cases City capital funds will be used to complete design and engineering. State and federal funds will be sought for construction and rehabilitation.

- Complete design and engineering for reconstruction of Hyde Park Avenue over Mother Brook, Cummins Highway over Penn Central, and Fort Point Channel over Northern Avenue bridges. Preliminary approval has been received for $12.4 million in state and federal funding for these bridge reconstructions.

- Complete drainage improvements to the Sullivan Square bridges and replacement of the underwater electric cable which powers the Meridian Street drawbridge.

- Begin design and engineering for complete rehabilitation of Chelsea Street and Meridian Street drawbridges, including new decking, fender piers and mechanical equipment.

- Complete design and engineering for the reconstruction of all four Summer Street bridges and the Congress Street bridge over the Fort Point Channel during FY'86.

- Rehabilitate or reconstruct another nine bridges in six neighborhoods at total cost of $4.1 million.

The street reconstruction proposed here, together with those proposed for BRA urban renewal areas, will establish a rebuilding schedule for Boston's streets which is now consistent with the average useful life of an urban roadway. The comprehensive program outlined to repair and reconstruct the City's bridges is an investment which is essential both for public safety and for Boston's economic health. The continued improvement of the City's street lighting and traffic signal systems will also improve public safety and enhance neighborhood quality. In addition, several of the City's neighborhood commercial districts will be revitalized with street, sidewalk, and lighting improvements, in combination with new trees and benches. For the first time in five years, a major tree planting program will bring health and beauty to the City's residential neighborhoods.

Boston PUBLIC WORKS
ELGIN
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HIGHLIGHTS OF PROPOSED CAPITAL ACTION

- plant 2,500 trees.
- renovate 50-60 large multi-facility parks
- apply to state urban self-help program for rehabilitation of Healy Pool and Field, Back Bay Fens Center, and Franklin Park Golf Course.
- renovate 50 small community parks and playgrounds
- develop master plans to guide the expenditure of approximately $5 million in state funds committed for the restoration of the Back Bay Fens, Riverway, Olmsted Park, Jamaica Pond, and Franklin Park.
- provide up to $250,000 annually to match federal, state, and private grants for the restoration of Boston's 16 historic cemeteries.
- prepare remaining land at City's three active cemeteries to provide new burial space.
- purchase a minimum of $200,000 of parks maintenance equipment annually.

The City of Boston is heir to a rich legacy of parkland and green space. With more than 5,000 acres of public open space, Boston is renowned for its natural areas and the landscape designs of Fredrick Law Olmsted. In recent years, however, the value of this treasured inheritance has decreased as Boston has struggled to afford to maintain the physical beauty of its parks. The City's precious parks have been neglected for decades.

The Parks Department is charged with ensuring that open space for outdoor recreation and aesthetic appreciation is available to all residents of Boston. To meet this challenge, the Department manages 2,500 acres of parkland, playgrounds and public squares; 16 historic cemeteries; three active cemeteries; 125,000 trees and 14 greenhouses. The 2,500 acres of land include 140 parks and playgrounds, 82 squares and malls, 168 playing fields and 124 game courts.

Parks and green spaces are important to the quality of city life, as a respite from an often harsh urban environment, as a place of solitude, as a place to compete, as a place to celebrate. Parks provide a relief from the density of the city, a green counterpoint to brick and concrete. In good condition, parks are an attractive amenity to their neighborhoods; in poor condition they are a blight and a tragically lost resource.

This capital investment plan for Boston's parks and cemeteries makes a strong commitment to all those who use, enjoy, and cherish the City's public green spaces. From trees and small neighborhood playgrounds to historic cemeteries and the parklands of Olmsted's Emerald Necklace, this is a plan to restore and preserve Boston's magnificent heritage of open space.

HISTORY OF CAPITAL PLANNING AND EXPENDITURE

PARKS AND PLAYGROUNDS

Bostonians have historically recognized the importance of open space in their city. Boston Common, the nation's oldest common area, was set aside in 1640 by the citizens of Boston as a place that would remain forever open, green, and accessible to all. When the 19th century Industrial Revolution threatened Boston's open space, leading citizens urged the government to form a Parks Commission. The Commission eventually employed Fredrick Law Olmsted to design the famous Emerald Necklace, to ensure that open space and natural beauty would be available for future generations.

The Olmsted plan conceived of a continuous system of parks leading from the Boston Common and Public Garden down Commonwealth Mall to the Back Bay Fens, through the Riverway to Jamaica Pond, and on into Franklin Park. In the 20th century, as the City continued to develop, complementary smaller parks and playgrounds were added in every neighborhood, providing easily accessible recreational opportunities.

CEMETERIES

The City owns and maintains 19 cemeteries under Parks Department management. Sixteen are inactive and constitute the largest concentration of early-American headstone carving in the country. Some of this country's most prominent patriots, artists, and authors lie

buried in the historic burying grounds of Boston's neighborhoods. Three other cemeteries, all developed in the 19th century, are still used for burials. Table 1 lists all of the City's cemeteries, according to location, age, and size.

CURRENT CONDITIONS

Parks wear out. Natural elements like trees and shrubs mature, die, and must be replaced. Open areas, slopes, and paths become compacted and eroded through use and natural drainage. Play equipment, benches, tennis and basketball courts have a useful life span which is affected by weather conditions, wear and tear, and malicious abuse.

TABLE 1

LOCATION, SIZE, AND DATE OF CITY OF BOSTON CEMETERIES

NAME	NEIGHBORHOOD	DATE	SIZE IN ACRES
HISTORIC CEMETERIES			
1) Phipps Street	Charlestown	1630	1.76
2) Kings Chapel	Downtown	1630	0.44
3) Eliot	Roxbury	1630	0.80
4) Old North	Dorchester	1633	3.27
5) Copp's Hill	North End	1659	2.04
6) Granary	Downtown	1660	1.88
7) Westerly	West Roxbury	1683	0.91
8) Walter Street	West Roxbury	1711	0.81
9) Central	Downtown	1756	1.39
10) Market Street	Brighton	1764	0.41
11) Bunker Hill	Charlestown	1807	1.11
12) South End	South End	1810	1.48
13) Dorchester South	Dorchester	1814	2.19
14) Hawes	South Boston	1816	2.71
15) Union	South Boston	1841	(see Hawes)
16) Bennington Street	East Boston	1883	3.62
ACTIVE CEMETERIES			
1) Evergreen	Brighton	1848	13.8
2) Mount Hope	Roslindale	1851	125.0
3) Hyde Park	Hyde Park	1892	44.2

Neighborhoods change. The family size, age, and ethnic background of residents shift. As a result, park facilities must be adjusted to meet changing user needs. What was once a passive area must become a tot lot; fields for soccer and cricket must join baseball diamonds and tennis courts.

Over the past two decades, capital investment and preventive maintenance of Boston's parks have not kept pace with either deterioration or the changing demands of park users. From 1960-1984, a total of $42 million was expended for parks and recreation capital improvements. This averages out to an annual capital expenditure of less than $1.7 million. This was the total level of funding provided to maintain and improve 2,500 acres of landscaping, hundreds of playing fields and game courts, and dozens of park buildings and facilities.

As a result of continued under-investment, in almost every park and playground in the City, ballfields are rutted, game court surfaces have ruptured, play equipment is broken and natural landscapes are deteriorated. An engineering survey conducted in 1983 identified over $25 million in capital improvement needs in the City's parks and playgrounds. For example, at Franklin Field in Dorchester, playing fields were ruined by unauthorized vehicles driving into the park. Large granite blocks have been placed around the perimeter of the park to keep vehicles out, but the playing fields must still be repaired. Doherty Playground in Charlestown needs new play equipment, fencing, paving, and wall rebuilding as well as restoration of the eroded slope at the back of the park.

Most of the 18 field houses around the City have been not been used for years, and almost all of them have suffered from continuous vandalism. A few are little more than gutted building shells. Only the proper combination of operational programming, capital investment, maintenance, and security can make these field houses community resources again.

CEMETERIES

In the City's oldest cemeteries, many of the walls, and in some cases even the graves, are collapsing due to age and erosion. Historic headstones and gravemarkers are deteriorating as a result of environmental factors and vandalism. Inscriptions legible 20 years ago are now gone. King's Chapel near Boston Common, Phipps Street in Charlestown, and Eliot in Roxbury are just a few of the historic burying grounds that are rapidly deteriorating. Preliminary surveys have placed the cost of restoration and preservation of all 16 historic cemeteries at well over $5 million.

In the active cemeteries, walkways, walls, fencing, and service buildings are also in need of repair. These cemeteries are also nearly full. All of the land at the Mount Hope Cemetery in Roslindale has been alloted for burials, but some undeveloped land is still available at the Evergreen Cemetery in Brighton and the Fairmont Cemetery in Hyde Park. This land must soon be cleared, and in some cases excavated and filled, in order to prepare it for future burial needs.

PROPOSED CAPITAL ACTION

The Administration recognizes that Boston's parks, playgrounds, public spaces, and cemeteries are an invaluable resource. This capital plan provides for the restoration of green space in the City, with new trees, landscaping of large multi-facility parks, and the refurbishment of smaller parks and playgrounds. Essential investment in the City's active cemeteries is also proposed here. Park and cemetery maintenance capacity will be upgraded through investment in new equipment. Capital investments proposed in this plan will complement additional state funds being made available for the restoration of the Emerald Necklace of Olmsted Parks. A multi-phase public/private effort to restore Boston's historic cemeteries has already begun.

- Tree Planting - Boston has not had a major tree planting program in over five years, and as a result the City has become increasingly barren. An ongoing tree planting program is proposed to allow the City to replace dead trees and plant new ones.

  A total of 500 trees will be planted each year along residential streets and in the neighborhood commercial districts. This tree planting program will be coordinated with street, sidewalk, and lighting improvements.

- Multi-facility parks - Parks such as Smith Field in Allston/Brighton, Connolly Playground in Roxbury, Franklin Field in Dorchester, and Ross Field in Hyde Park serve both the surrounding neighborhood and the larger community. A systemmatic program is proposed to rehabilitate the active and passive recreational areas at the major parks. Each year 10-12 large parks and playgrounds will be renovated using state and federal grants and city capital funds.

- Major park facilities - Healy Pool and Field in Roslindale, the Golf Course in Franklin Park and the Visitor's Center at Clemente Field in the Back Bay Fens are major recreational facilities that are either closed or not operating to their full potential. The City will submit an application to the state's urban self-help program for the complete renovation of these valuable facilities, at a total cost of approximately $2.5 million. Under the terms of this program, the City could receive up to 90 percent funding for these projects.

- Community parks - Boston's neighborhoods are dotted with small parks and playgrounds, such as Byrne Playground in Dorchester, Eight Streets Park in the South End, and Flaherty Playground in South Boston. Relatively modest investments in new play equipment, benches, landscaping, and fencing can make a significant improvement in the appearance and recreational benefit of these small parks and playgrounds. A capital investment program is proposed which would rehabilitate up to ten of these small parks and playgrounds each year.

- Park Field Houses - The City proposes to initiate a selective program to rehabilitate its park field houses in partnership with park users and community

groups. The operation and maintenance of park field houses will be coordinated with community groups, subsequent to the rehabilitation of the park itself.

- Olmsted Parks - The heart of the Boston park system remains Olmsted's Emerald Necklace. These parks are national treasures, protected by landmark status. In total, they cover almost 1,000 acres of natural and man-made meadows, ponds, groves, woods, overlooks, walking and jogging paths, horse trails, picnic areas, and athletic facilities. The Olmsted parks serve a population that extends well beyond the City's boundaries.

  Because of their size, age, and variety of landscape, the Olmsted parks require costly commitments of maintenance, programming, and capital funds. The State's Executive Office of

Environmental Affairs has recently committed approximately $5 million to begin the restoration of the Back Bay Fens, Riverway, Olmsted Park, Jamaica Pond, and Franklin Park. Each park will be the subject of a master plan, to be developed by the City and a group of community advisory boards, combining historical, environmental and park user concerns.

- Historic cemeteries - Preservation and restoration of Boston's historic cemeteries is a complex, multi-phase project. To begin this important work, the Parks Department has established the Historic Burying Grounds Initiative, a public/private effort to create master plans for inventory, repair, and maintenance at all 16 cemeteries. A 40-member advisory board, including public officials, community residents, local historians, preservation advocates, and conservation professionals, has begun to develop plans and pilot projects, with the Henderson Foundation and the Massachusetts Historical Society providing the initial funding. As part of this capital plan, and in conjunction with the efforts now underway, the City is committed to providing $250,000 per year for restoration of the historic cemeteries. Wherever possible these funds will be used to match federal, state and private grants.

- Active Cemeteries - In order to continue providing burial plots to Boston's residents, it is proposed that the remaining undeveloped land at the Evergreen and Fairview cemeteries be developed over the course of this five year plan. In addition, existing walkways, fencing, and service buildings at the three active cemeteries will be repaired and renovated.

- Maintenance Equipment - Old and worn equipment is currently impairing the effectiveness of the Parks Department maintenance division. To remedy this situation, it is proposed that a minimum of $200,000 per year be devoted to the purchase of new parks maintenance equipment. In FY'86, new vehicles will be purchased for pruning and planting trees, emptying trash, trimming bushes and watering plants. Specific equipment purchases in subsequent years will be defined as part of an overall review of park maintenance practices and procedures.

HIGHLIGHTS OF PROPOSED CAPITAL ACTION

- renovation and repair of all 26 neighborhood branch libraries including handicapped access improvements and security updates
- construction of a new addition to the West Roxbury branch library
- restoration of the McKim building in Copley Square including replacement of the mechanical systems and architectural and artwork restoration

Boston is known across the country for its fine public libraries. Operating out of 26 neighborhood branches and the outstanding central facility in Copley Square (the McKim and Johnson buildings), Boston's library system provides a vast collection of educational resources at no charge to the public.

The oldest library system in the country, the Boston Public Library (BPL) first opened its doors in 1852 from two rooms of a building in downtown Boston. The first branch library, which opened in East Boston in 1870, predates the McKim building in Copley Square by some twenty-five years. Today, the Library Department possesses more than five million volumes, as well as non-printed items such as microfilm, recordings, films, memorabilia and archival material numbering in the millions. Boston's library system includes one of the few research facilities in the country open to the public, and serves not only the needs of the area's renowned academic and research communities, but of the City's neighborhoods as well.

Across the City, branch libraries serve as community focal points, where neighbors can gather, share mutual problems, and develop programs in response. In a city where many families struggle with the basics of everyday life, the free resources of the library are an essential city service. As Boston's economy continues to change, becoming more reliant on a highly skilled labor force, a strong library system will continue to offer valuable services to residents of all ages, with a full range of needs and interests.

HISTORY OF CAPITAL PLANNING AND EXPENDITURE

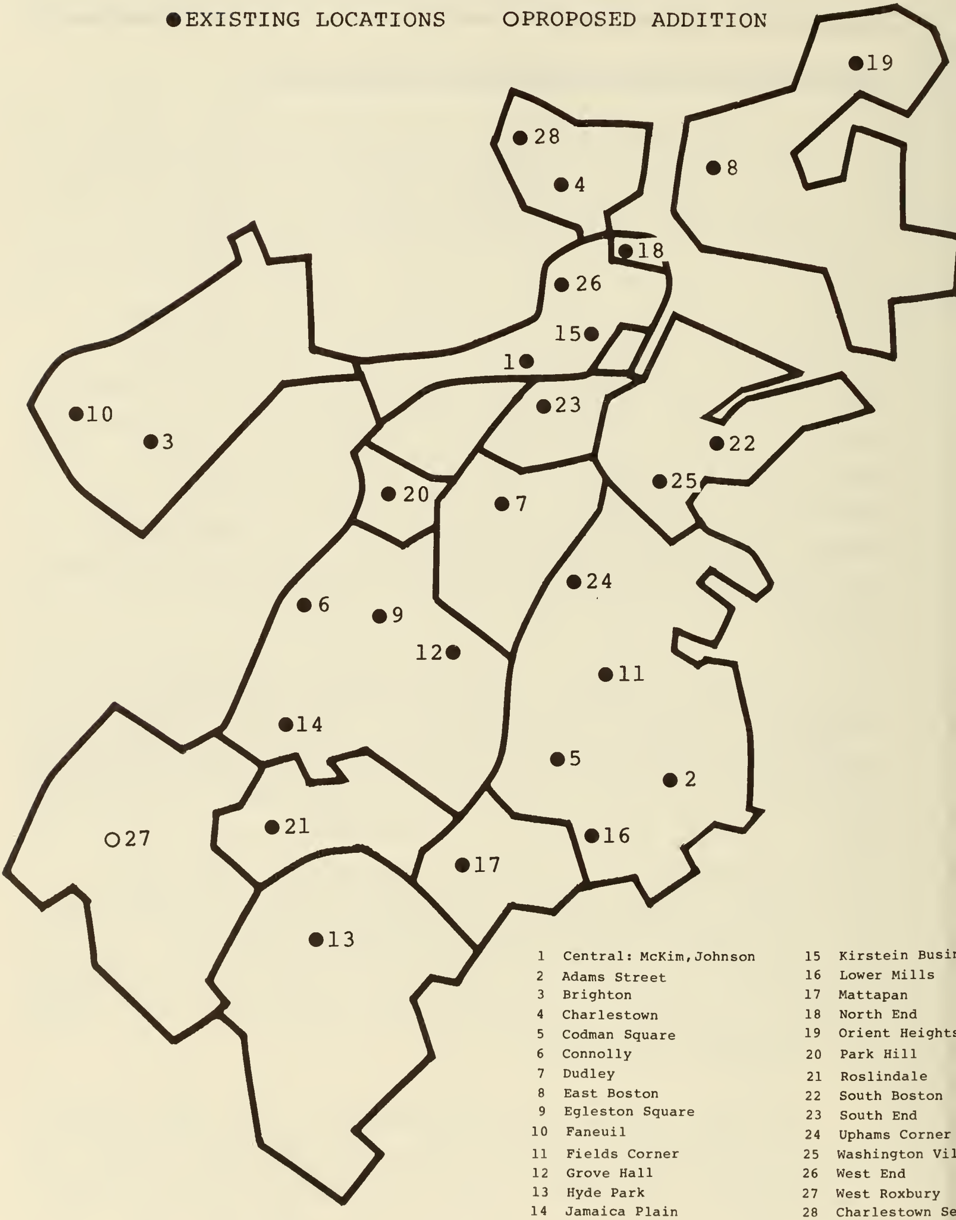
The Boston Public Library was first established in 1854 in two rooms of a building formerly on Mason Street in downtown Boston. Downtown library services were enhanced dramatically with the erection of the McKim building in Copley Square in 1895. Regarded as one of the preeminent American library buildings, the McKim has undergone various stages of structural modification since that time. Designed by the architectural firm of McKim, Mead, and White, and modeled to resemble an Italian villa, the building now houses the BPL's extensive research collection. The second central library building, the modern Johnson wing, was completed in 1972, and houses both the main circulation area and library administrative offices.

A network of branch libraries meets the service demands of Boston's neighborhoods. The first branch opened in East Boston in 1870; by 1955 the Department had expanded its branch services to 33 additional facilities. Many, however, were located in inadequate sites, or serviced populations so small the branches were not economical to keep open. To address these problems, in 1955 the City Planning Board developed a plan to consolidate library services into 27 sites by retaining 14 existing locations, building 13 new libraries, and closing 19 inadequate facilities.

The 1955 plan has been implemented to a large degree. Fourteen libraries dating to that time are still open, 12 new buildings have been constructed, and 19 former sites have been closed. The following map indicates the location of the operating library facilities in 1985.

Public Library Facilities

● EXISTING LOCATIONS ○ PROPOSED ADDITION



1 Central: McKim, Johnson
2 Adams Street
3 Brighton
4 Charlestown
5 Codman Square
6 Connolly
7 Dudley
8 East Boston
9 Egleston Square
10 Faneuil
11 Fields Corner
12 Grove Hall
13 Hyde Park
14 Jamaica Plain

15 Kirstein Busi
16 Lower Mills
17 Mattapan
18 North End
19 Orient Heights
20 Park Hill
21 Roslindale
22 South Boston
23 South End
24 Uphams Corner
25 Washington Vil
26 West End
27 West Roxbury
28 Charlestown Se

CURRENT CONDITIONS

Assessment of Boston's branch library facilities indicates that necessary capital expenditures fall into four categories:

- roof and masonry repairs
- security systems
- HVAC and mechanical system repair and/or replacement
- handicapped access improvements

In addition, extensive rehabilitation is required at the Charlestown service building (a book storage facility) and the McKim building, while the West Roxbury branch must be expanded to meet increased service demands.

BRANCH LIBRARIES

The City's library buildings range in age from four to 90 years. Seven new facilities were constructed in the past fifteen years; however, 14 of the present buildings are at least 35 years old. The conditions throughout the system vary widely. Eleven of the branches require roof and masonry repairs to prevent water seepage and damage. Twenty-three buildings need mechanical system and security improvements, and three need structural changes to make them more accessible to the handicapped.

The West Roxbury branch presents the greatest need among the neighborhood facilities. It is the busiest of

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all the branches, with an average annual circulation of over 93,000 volumes; at the same time, it is one of the smallest sites with only 7,131 square feet of usable space. A vacant lot abutting the site was deeded to the Trustees of the Library by the Congregational Church, solely for the purpose of an addition. That was nearly ten years ago. Architectural drawings were completed and the financing was being packaged when Proposition 2-1/2 forced the suspension of all activity.

CENTRAL LIBRARY

The McKim central building also requires substantial attention. Although structurally sound, the site has experienced decades of wear and tear without sufficient preventive maintenance or repair. In particular, the building needs new mechanical systems, and lighting improvements for increased energy efficiency and illumination.

The McKim building also requires architectural and aesthetic restoration. The wall murals by John Singer Sargent, Edwin Austin Abbey, Puvis de Chavannes, and John Eliot are in need of meticulous cleaning. These murals have become dull over time as a result of the oxidation of their protective wax coating and the accumulation of dust and dirt. Areas such as the opulent Bates Hall reading room, the quiet central courtyard, and the marble vestibule and entrance hall also need refurbishing.

PROPOSED CAPITAL ACTION

The Administration is committed to the restoration of all library facilities -- from the historic McKim building to the neighborhood branches that have been neglected. Over the next few years, with the investment made possible by this capital plan, Boston's library system will again take its place as the foremost in the country.

The Department's requirements are grouped in three categories, based on type of need:

- neighborhood library renovation and repair
- addition to the West Roxbury branch
- restoration of the McKim central library

NEIGHBORHOOD BRANCHES

While the McKim is the heart of the library system, the neighborhood branches are its backbone, and must be maintained. Table 1 identifies the renovation and repair needs of each branch library, and its schedule for completion. Nearly $6 million will be spent to upgrade or build additions to these neighborhood branches.

West Roxbury

The capital plan provides for a $2.4 million addition to the overworked West Roxbury branch. The new addition, promised ten years ago, will finally be built on the site adjacent to the current branch. Along with increased space for stacks, reading, and administration, the building will include a lecture hall/multi-purpose room for community use, and improved audio-visual facilities.

TABLE 1

BOSTON PUBLIC LIBRARY DEPARTMENT
LIST OF BUILDINGS

FACILITY	NEIGHBORHOOD	DATE BUILT	CAPITAL NEEDS
Adams Street	Dorchester	1951	HVAC, security
Brighton	Brighton	1969	Roof, H'capp, security
Charlestown	Charlestown	1970	HVAC, H'capp, site, security
Charlestown Service Bldg.	Charlestown	1941	waterproofing, roof, security
Codman Square	Dorchester	1978	security
Connolly	Jamaica Plain	1932	roof, floor, security
Dudley	Roxbury	1978	security
East Boston	East Boston	1914	elec, H'capp, site, security
Egleston Sq.	Jamaica Plain	1953	roof, elec, security
Faneuil	Brighton	1932	HVAC, elec, H'capp, security
Fields Corner	Dorchester	1969	HVAC, H'capp, security
Grove Hall	Roxbury	1970	HVAC, security
Hyde Park	Hyde Park	1912	roof, HVAC, H'capp, security
Jamaica Plain	Jamaica Plain	1911	roof, elect, H'capp, security
Johnson/Central	Back Bay	1972	no capital needs
Kirstein Bus.	CBD	1930	elec, H'capp, floor
Lower Mills	Dorchester	1981	screens, security
Mattapan	Dorchester	1931	roof, site, security
McKim/Central	Back Bay	1895	restore/renovate
North End	North End	1965	floor, security
Orient Heights	East Boston	1929	roof, HVAC, site, security
Parker Hill	Roxbury	1931	roof, HVAC, H'capp, security
Roslindale	Roslindale	1961	roof, elect, H'capp, security
South Boston	South Boston	1957	roof, elec, H'capp, site
South End	South End	1971	floor, security
Uphams Corner	Dorchester	1903	elec, H'capp, security
Wash. Village	South Boston	1942	security
West End	CBD	1968	site, security
West Roxbury	West Roxbury	1921	HVAC, h'capp, site, new add.

rage Age: 38.90

: Roof - roof repairs or replacement
HVAC - heating repairs or replacement including window units
H'capp - Handicapped access improvements including ramps or lifts, doors, plumbing
Site - Site improvements including fence, paving
Elec - Electrical improvements including service, distribution
Floor - Flooring replacement

Other Branches

--Security systems will be improved at each one of the 26 branches, while a variety of other work, such as roof and masonry repair, and handicapped access improvements will be done at most of these branches.

--Roof and masonry improvements will be made at the following branches: Brighton, Codman Square, East Boston, Egleston Square, Hyde Park, Jamaica Plain, Mattapan, Orient Heights, Parker Hill, Roslindale, and South Boston.

--Heat and ventilation improvements will be made at the Adams Street, Charlestown, East Boston, Faneuil, Fields Corner, Grove Hall, Hyde Park, Orient Heights, Parker Hill, and West Roxbury branches.

--The capital plan also calls for electrical work to be performed at the East Boston, Egleston Square, Faneuil, Jamaica Plain, Kirstein Business, Roslindale, South Boston, and Uphams Corner branches.

--Handicapped access improvements are essential, if our handicapped citizens are to be able to use our branch facilities. Therefore, the capital plan calls for improvements to handicapped access routes at all branches

where it is needed. These include the following branches: Adams Street, Brighton, Charlestown, East Boston, Faneuil, Fields Corner, Hyde Park, Jamaica Plain, Kirstein Business, Parker Hill, Roslindale, South Boston Uphams Corner, and West Roxbury.

--Site and internal improvements are also scheduled to be made at the Charlestown, East Boston, Faneuil, Kirstein Business, Lower Mills, Mattapan, North End, Parker Hill, South Boston, South End, West End, and West Roxbury.

CENTRAL LIBRARY

Restoration of the McKim building will combine City and other public funds with private donations. System renovations will be funded with $13.4 million of City capital funds both to improve building comfort and to protect the McKim collections from the effects of erratic temperatures, leaky pipes, and fires. Private funds, to be solicited by the Trustees of the Library, the Library Department, and the Friends of the Boston Public Library, among others, will be used to restore the unique architectural and artistic facets of the McKim building to their original grandeur.

Specifically, the renovations will include:

--Construction of a new fire-rated stairwell and protective treatment to existing walls, floors, and ceilings

--Installation of storm windows and new shelving

--Replacement of heating and ventilation systems, including air distribution systems, temperature controls, and ductwork

--Electrical improvements, including a new distribution system, new lighting, emergency lighting, fire alarms, and an energy management system

--Plumbing replacement and improvements, including washroom renovtions, sprinkler protection, storm drainage repair, and fountain improvements

--Repair or replacement of the public and stack elevators and installation of handicapped lifts.

In addition, the Administration is committed to establishing a public/private partnership on behalf of the McKim building, representing corporate, foundation, and philanthropic interests and directed to the raising of funds for restoration of the artwork and wall murals which adorn the building.

HIGHLIGHTS OF PROPOSED CAPITAL ACTION

- renovation or repair at 69 school buildings throughout the City.
- renovation of Boston Latin School and the rehabilitation or new construction of Boston Latin Academy.
- renovation and repair of the George Robert White Stadium in Franklin Park.

The Boston Public Schools are on their way back. After ten years of frustration, more and more parents, teachers, public officials, and City residents are regaining their confidence in the ability of the system to educate Boston's children. To continue this comeback, the City proposes this capital plan to upgrade school facilities, an essential component of the educational process.

Since 1974, the schools have operated under a federal court desegregation order. One component of the court order is the establishment of a long-range capital plan for the public schools. Over the past ten years several attempts to develop and implement such a capital plan have been made. Most recently, in May 1984, the School Department, the State Department of Education, and the City began meeting jointly to develop a plan. A draft plan, approved by the Mayor, the School Committee, and the State Department of Education in March 1985 is now under review by the federal court.

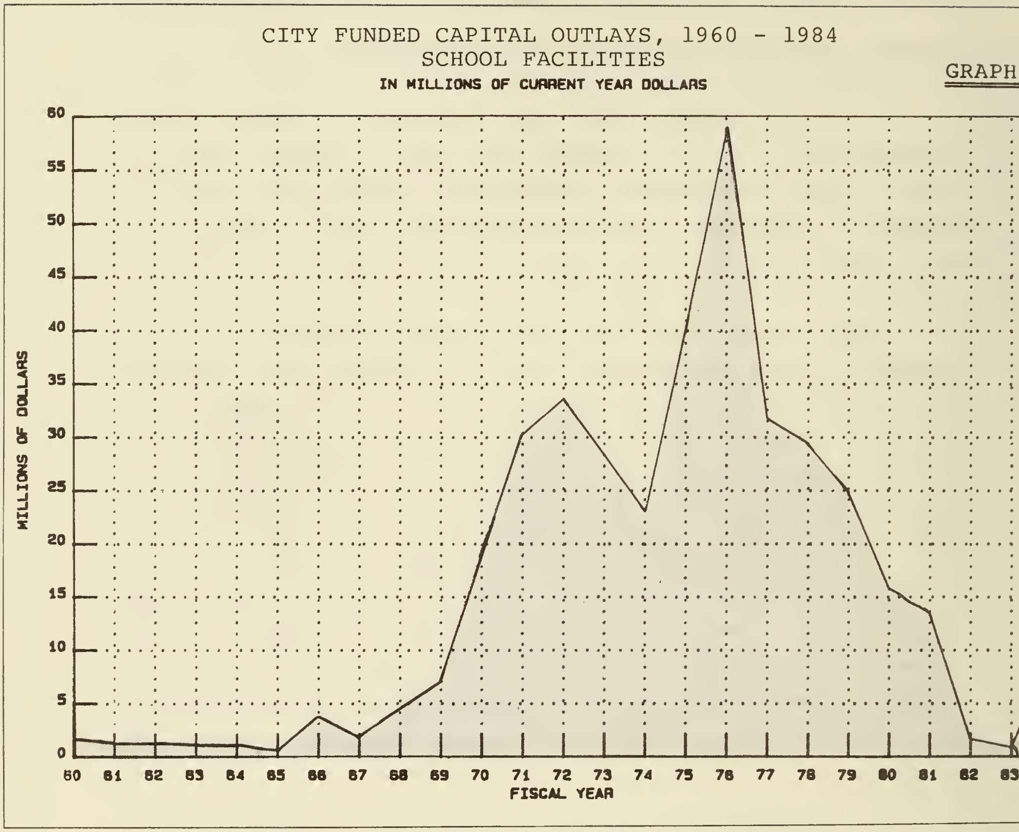
The Administration is committed to the support of public education, and it is dedicated to funding the necessary improvements in school buildings. Historically, capital investment in Boston's public schools has emphasized the construction of new school buildings. This focus has left the existing facility stock neglected and deteriorated. The time has come to reinvest in the City's existing school buildings and ensure that Boston's public school children have safe, functional educational facilities.

HISTORY OF CAPITAL PLANNING AND EXPENDITURE

The City of Boston educates its 56,000 schoolchildren in buildings ranging in age from six to 93 years. The majority of these schools were built before 1940; 65.7 percent of them have already celebrated their golden anniversaries.

A 1962 capital plan for the schools, developed by the Harvard University Graduate School of Education, concluded that the buildings were old, decaying, and outmoded for modern educational purposes. The report recommended that the Department close 81 buildings and construct 62 new ones. Since 1962, the Department has closed 116 schools, built eight additions to existing buildings, and constructed 30 new facilities. Capital spending for these improvements between 1960 and 1980 totalled $320 million; school construction accounted for 27 percent of total City capital spending during this period. Graph 1 shows the City funded capital outlay for school facilities from 1960 to 1984.

Under Chapter 645 of the Acts of 1948, the Commonwealth of Massachusetts established a grant-in-aid program for cities, towns, and local school districts for the costs of school construction projects. Since 1948 the City of Boston has received $522 million in school project reimbursements. These funds are received at varying rates of reimbursement for construction and are paid out on a yearly basis. Originally, the approved projects included only the construction of new schools or additions. However, subsequent legislation, including Chapter 613 of the Acts of 1982 and Chapter 515 of the Acts of 1983, has amended "approved school projects" to include energy efficiency improvements, handicapped access improvements,



CITY FUNDED CAPITAL OUTLAYS, 1960 - 1984
SCHOOL FACILITIES
IN MILLIONS OF CURRENT YEAR DOLLARS

GRAPH

and site improvements related to physical education. A special category of projects, which reduce or eliminate racial imbalance, are reimbursed at a rate of 90 percent. The City intends to apply for state reimbursement at a rate of 90 percent for all future school projects.

In 1977, the federal court ordered the creation of a "Unified Facilities Plan" (UFP), a ten-year schedule of capital repairs and construction in accordance with the principles of school desegregation. The first UFP, developed jointly by city, school, and state officials, was filed with the court in March 1981. The court accepted proposals in this plan for school closings, but was not satisfied with plans for school renovation and repair, which were limited due to available funding. Subsequently, 27 schools were closed, consistent not only with the UFP, but also with the effects of declining enrollment and a spending moratorium imposed after the passage of Proposition 2-1/2.

Subsequent versions of the UFP have been filed with the court since 1981, most recently in March 1985. As this capital plan is being prepared, the court has not ruled on the most recent UFP.

CURRENT CONDITIONS

The public school system includes 120 school buildings, a central administration building, a central kitchen facility, and the George Robert White Stadium. Current conditions of these facilities vary. Many of the schools are more than 50 years old, and are in need of repair.

The most immediate needs are for boiler repair or replacement at four schools (Boston Technical High, Hyde Park High, and the Phyllis Wheatley and Dearborn Middle Schools in Roxbury). These repairs are already in the design phase.

Several of the more pressing needs are already being met. For example, in 1984, the Jeremiah E. Burke High School and Dorchester High School each received approximately $2 million in renovations. In addition, major equipment purchases have been made for the Hubert H. Humphrey Occupational Resource Center and Dorchester High School.

Roof replacement or repair is required at 44 schools. Egress improvements to meet building code standards are necessary at an additional 13 schools. Many schools are also in need of heating plant modernization, new windows and doors, electrical improvements, and plumbing improvements. In total, 69 schools have been scheduled for either mechanical or structural improvement over the next five years.

LATIN SCHOOLS

Two of the most critical needs facing the Boston Public School system are renovation of the Latin School and relocation of the Latin Academy. Boston Latin School, the first public school in the United States, was founded in 1635. Thus, 1985 marks the 350th year that this public institution has educated and enlightened Boston's children. The present Latin School facility has been neglected for some time. Built in 1922 on Avenue Louis Pasteur, the facility has received no major repairs in the last 15 years, and is in need of extensive interior and exterior renovation and modernization.

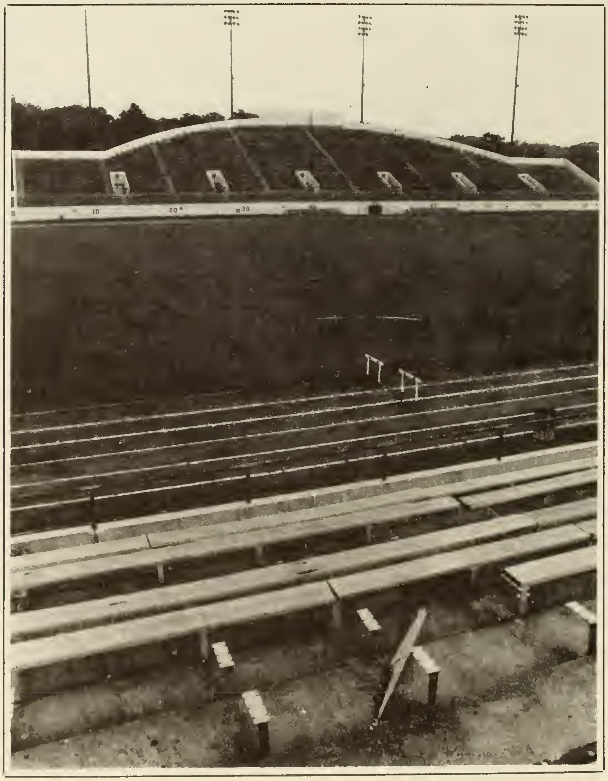
The Boston Latin Academy opened its doors in 1878 as a counterpart to the all-male Boston Latin School. The Academy offered classical education to girls interested in college preparatory training.

The Latin Academy has occupied temporary quarters for most of its 100-year history, and it is currently operating out of an inadequate facility that is leased from the state. The Unified Facilities Plan proposes the construction of a new building or renovation of an existing facility for the Latin Academy. A study examining various options for the location of the Latin Academy is currently underway.

The need for renovations at the Boston Latin School and replacement of the current Latin Academy facility has been acknowledged for many years. Already, $35 million in city capital funds has been authorized for the express purpose of providing new or renovated facilities for Boston Latin School and Boston Latin Academy. Implementation of these two projects is proceeding, pending comment from the federal court regarding the proposed UFP and and the location of an adequate site for the Latin Academy.

WHITE STADIUM

The George Robert White Stadium, located in Franklin Park, was for many years the interscholastic athletic facility for 13 inner-city high schools. For some time, this stadium has been neglected; its condition has deteriorated to the point where sporting events have had to be relocated. At a minimum, the facility is in need of critical repairs to its seating and to the athletic field. These improvements would ensure that White Stadium could return to its role at the center of high school athletics in the City of Boston.



PROPOSED CAPITAL ACTION

It is essential that investments be made now in the City's educational system.

Of the $70 million capital investment which is identified over a ten-year period in the UFP, the Administration proposes moving forward with $58 million of capital repairs over the next five years. Projects identified within the UFP include;

- remodeling and/or repair of 69 school buildings throughout the City.
- renovation or construction of Boston Latin Academy and rehabilitation of Boston Latin School
- renovation of the Central Kitchen Facility
- rehabilitation of the George Robert White Stadium

These capital improvements will signficantly reverse structural and mechanical deterioration, improve energy efficiency, and generally enhance the safety and comfort of public school children.

HIGHLIGHTS OF PROPOSED CAPITAL ACTION

- major renovation of Paris Street gym and pool in conjunction with improvements to adjacent Paris Street playground.
- substantial renovation of the James Michael Curley Recreation Center (L Street Bathhouse) including the restoration of the now-closed bathhouse "annex".
- completion of all renovations and repairs needed at Nazzaro, Shelbourne, and Mission Hill recreation centers.
- renovation of pool areas and structures at Clougherty, Mirabella and Mason pools.
- complete rehabilitation and reopening of Healy pool in conjunction with renovation of Healy field.
- completion of renovations now underway at Roslindale and Tobin Municipal Buildings.
- renovation of Uphams Corner Municipal Building.

Boston's neighborhood recreational facilities provide residents of all ages with a wide variety of general recreation, fitness, and athletic activities designed to enrich their overall health and quality of life. The City of Boston maintains a network of indoor and outdoor recreational facilities operated by the Boston Community Schools Program. In addition, numerous non-profit groups operate recreational programs in buildings and pools owned by the City.

The Community Schools' role as the coordinating department for neighborhood-based recreational programming was solidified in the city's FY'86 budget. Community Schools is now responsible for recreational programming at twenty school-based sites and an additional ten municipal buildings. A range of recreation, education, day care, senior citizen and counseling programs are offered at these sites, including competitive sports, swimming, exercise, dance, and general recreation activities. In FY'85, an average of 20,000 residents participated in Community Schools recreation programs each week; in the summer months, numbers swell to over 40,000 per week. The intention of the City's new recreation initiative is to strengthen this decentralized, neighborhood-oriented approach to recreational programming, while consolidating overall management responsibilities under the auspices of one department.

HISTORY OF CAPITAL PLANNING AND EXPENDITURE

Boston's recreation buildings were constructed over a period of 80 years. One of the newest, the Shelbourne Center in Roxbury, was built in 1972 at a cost of $1.5

million. The Paris Street Gym in East Boston and the Nazzaro Center in the North End, in contrast, date from the early 1900's and were originally built as public bathhouses. The James Michael Curley Recreational Center (L Street Bathhouse) in South Boston was a state-of-the-art facility at its opening in 1927: Mayor Curley's "monument to health". Another five recreational buildings were constructed in the 1970's at a cost of $2.1 million to provide services for tenants in public housing projects in Mission Hill, Roxbury, Roslindale, Mattapan, and Columbia Point.

Construction of Boston's multi-purpose municipal buildings began with Jamaica Plain's Curtis Hall in 1868 (rebuilt in 1912 after a fire) and ended with the completion of the Brighton Municipal Building in 1945. Located in the central squares of the neighborhood business districts, the "muni" buildings have always served a wide variety of public purposes: at Hyde Park, Roslindale, Curtis Hall, Uphams Corner (Dorchester) and the Tobin (Mission Hill), the inclusion of gymnasium facilities has ensured that recreational programming would always be an important service.

Boston also owns seven municipal pools. Two, the Clougherty (Charlestown) and the Mirabella (North End) were built in 1949 with money from the George Robert White Fund. The other five (the Draper in West Roxbury, the Healy in Roslindale, Paris Street in East Boston, the Mason in Dorchester and the Dorchester House), were built in the 1970's with city capital funds. However, after the passage of Proposition 2-1/2, the City closed the Draper, Healy and Paris Street pools to save money. The remaining four are currently operated by non-profit community

groups, with only the Dorchester House pool functioning year round. Boston Community Schools operates an additional 14 pools year-round in school and municipal buildings across the City.

In the mid-1970's, Boston closed the Archdale (Roslindale), Gallivan (Mattapan) and Columbia Point (Dorchester) recreation buildings due to funding problems and vandalism. In the wake of Proposition 2-1/2 budget cuts, the Charlestown and South Boston municipal buildings were also closed.

Table 1 shows the location, date of construction and current uses of Boston's various recreation buildings.

TABLE 1

CITY OF BOSTON RECREATIONAL FACILITIES BY CURRENT STATUS AND DATE OF CONSTRUCTION

BUILDING/FACILITY	DATE	CURRENT STATUS
RECREATIONAL BUILDINGS		
Curtis Hall	1868/1912*	Open
Uphams Corner Municipal Building	1902	Open
Hyde Park Municipal Building	1929	Open
South Boston Municipal Building	1910	Closed
Roslindale Municipal Building	1918	Open
Charlestown Municipal Building	1925	Closed
Tobin Gym	1952	Open/Leased
Nazzaro Recreation Center	1904	Open
Paris Street Gym	1909	Open
L Street Bathhouse	1927	Partially Open
Shelbourne Recreation Center	1971	Open
Archdale Recreation Center	1974	Closed
Columbia Point Recreation Center	1974	Closed
Gallivan Recreation Center	1974	Closed
Mission Hill Extension	1974	Closed
Orchard Park	1974	Open/Leased
MUNICIPAL POOLS		
Clougherty	1949	Open/Leased
Mirabella	1949	Open/Leased
Mason	1973	Open/Leased
Dorchester House	1973	Open/Leased
Draper	1973	Closed
Paris Street	1973	Closed
Healy	1976	Closed

* Curtis Hall was rebuilt in 1912 after a fire destroyed the building

CURRENT CONDITIONS

Conditions at Boston's recreational facilities vary greatly.

--The Shelbourne and Orient Heights centers have been relatively well maintained and require only minor repairs. The Mission Hill Extension Recreation Center is also in generally good condition. However, the gym floor and one of the heating units must be replaced and the function room requires renovation to permit expanded use for day care and educational programs

--Both the Paris Street Gym and the L Street Bathhouse, two of the City's largest recreation facilities, need extensive capital repair. At Paris Street, plywood covers many windows, the roof leaks onto the gym floor, the shower areas are in disrepair, and the second floor function rooms have been badly vandalized.

The L Street Bathhouse also requires major repairs. The Bathhouse Annex, once the Women's Section, was used as a public high school from 1970 to 1974. After this time it was operated as a youth center. The "Annex" was closed in the aftermath of Proposition 2-1/2 budget cuts, and has been a victim of substantial deterioration and vandalism. Moreover, the main portion of the Bathhouse is in need of major repairs to mechanical systems and exterior masonry. Between 1984 and 1985, $350,000 in roofing, plumbing and interior renovations have been completed in the operating portion of the Bathhouse. Still, much remains to be done. Preliminary estimates indicate that upwards of $5

million in capital improvements are required before the L Street Bathhouse can again serve as a citywide recreational resource.

Four of the five operating municipal buildings with active recreation components have recently received or will soon undergo major renovations:

--At Curtis Hall and Hyde Park, $2.4 million has been expended since 1980 for capital improvements, including new windows, gymnasium renovations and repairs to function rooms. Boston Community Schools is now offering expanded recreational and educational programs at these sites. A similar program totalling $1.4 million is now underway at the Roslindale Municipal Building and at the Tobin Gym.

The Uphams Corner Municipal Building, however, still has substantial capital needs. Although $300,000 in capital repairs were completed in 1980, a new heating system, roof, masonry and interior repairs and new windows are still required.

--Two of the operating municipal pools, the Clougherty and the Mirabella, have adjacent administration and locker buildings, while the Mason is an indoor pool with lockers and administrative space in the same building. The filter systems at all three pools need rehabilitation. In addition, some of the non-load bearing walls at the Mirabella building have cracked, and the Clougherty pool itself must be repaired to prevent continued water loss. The Clougherty's building needs extensive repairs, while only relatively minor interior renovations are needed at the other two buildings.

The Draper, Healy and Paris Street pools have all been closed for almost five years. During this time their interior areas, filter, electrical and plumbing systems have deteriorated from neglect and vandalism. However, with the exception of the badly damaged roof at Healy, the structural elements of all three buildings are still relatively sound.

PROPOSED CAPITAL ACTION

The capital improvements proposed in this plan are part of a broader initiative to expand and improve recreational programs throughout the City. At Curtis Hall and the Hyde Park Municipal Building, recently completed building renovations have allowed Boston Community Schools to expand services and increase community involvement. Additional capital improvements are proposed at twelve other recreational facilities to allow program expansion.

- Major renovation of the Paris Street gym and rehabilitation and reopening of the Paris Street pool at a total cost of $1.4 million. Renovations to gym building include replacement of windows, repairs of roof and skylight, and rehabilitation of gym area, track and function rooms. At the pool, locker and shower areas will be upgraded. Capital improvements to the adjacent Paris Street playground will be coordinated with gym and pool renovations.

- Complete renovation of entire L Street Bathhouse, according to scope of work proposed by detailed

engineering study presently underway. Major elements will include full restoration of Annex, improvements to electrical, heating and plumbing systems, roofing and masonry repairs and reconstruction of beach fencing.

- Completion of all renovations and repairs at Nazzaro, Shelbourne and Mission Hill recreation centers, at a total cost of $580,000. At Nazzaro, work will include replacement of windows, repair of roof and masonry, and rehabilitation of public areas. At Shelbourne, new doors, heating system improvements and floor repairs will be completed. At Mission Hill, the scope of work includes roof repairs, replacement of gym floor and heating unit, a new electric scoreboard and renovation of the activity rooms.

- Renovation of pool areas, building structures and systems at Clougherty, Mirabella and Mason pools, at a total cost of $1.8 million.

- Reopening of the Healy pool in conjunction with renovation of Healy field. This $800,000 capital investment will form part of City's application to State Urban Self-Help Program (see Parks chapter of this report).

- Completion of $1.2 million in renovations currently underway at Roslindale Municipal Building and Tobin Gym. Ongoing work at Roslindale includes new roof, windows and doors, masonry repairs and rehabilitation of fire-damaged areas. At the Tobin Gym, new windows and doors are being installed, the gym floor is being repaired, and improvements are being made to allow handicapped access.

- Complete renovation of Uphams Corner Municipal Building at a total cost of over $1 million. Scope of work includes window replacement, roof and masonry repairs, and rehabilitation of shower areas, function rooms and Rotunda Hall. (Additional work on this building is described in Library and Health and Hospitals chapters.)

- Additional minor repairs and exterior improvements at Curtis Hall and Hyde Park Municipal Buildings.

- Analysis of costs and reuse feasibility for Draper pool, Gallivan and Archdale recreation buildings, and South Boston and Charlestown Municipal Buildings. This analysis will be conducted as part of an overall facility study described in Municipal Buildings chapter.

HIGHLIGHTS OF PROPOSED CAPITAL ACTION

- renovation and repair of seven neighborhood municipal buildings including improvements at the Columbia Road, Roslindale, Codman Square, Tobin, Curtis Hall, Hyde Park, and Brighton municipal buildings.
- rehabilitation of Faneuil Hall and the Old State House including structural repairs and mechanical systems improvement undertaken through the National Park Service, using federal funds.
- repair or replacement of several critical building systems at Boston City Hall including a new roof, waterproofing, and air conditioning improvements.

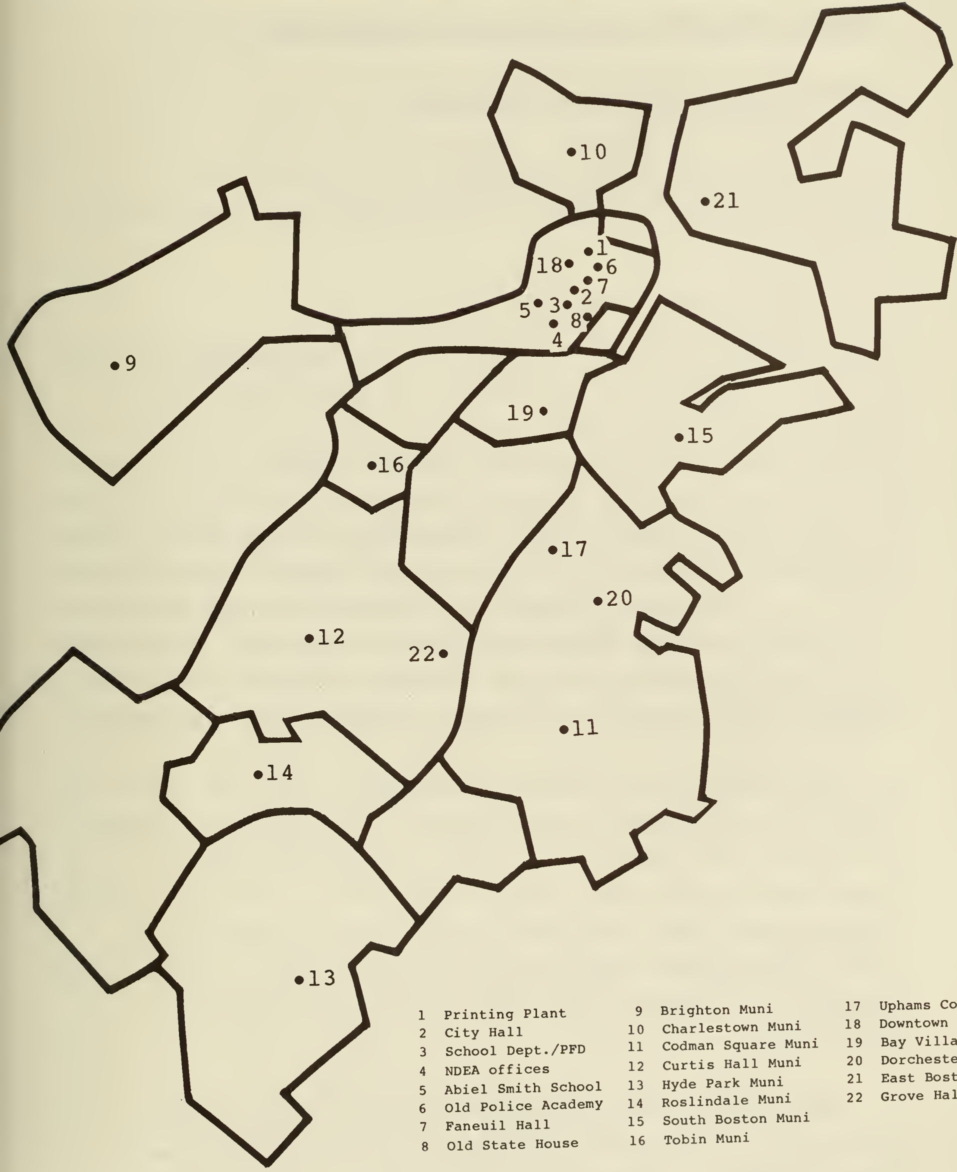
Thousands of Boston's residents rely on the services administered from a network of municipal buildings across the City. Whether it is the central administrative functions of City Hall, or the recreation, health care, or welfare services provided at city-owned neighborhood municipal buildings, citizens interact with their local government at these locations. The physical condition of these buildings makes an important statement about Boston's commitment to delivering essential services to its citizens.

Boston is also the home of some of America's treasured historic landmarks. Faneuil Hall and the Old State House are symbols of this country's struggle for liberty and democracy. The Abiel Smith School is rich with the history of black America in the 19th century. These facilities must not be allowed to decay.

Years of neglect and under-investment in capital improvements have left the City's array of municipal facilities and historic buildings in a state of disrepair. Structural deterioration, antiquated mechanical systems and dilapidated appearances mar many of these buildings. The following map indicates the location of both the historic and general municipal buildings.

(NOTE: This chapter examines the needs of those municipal buildings not specifically highlighted in the chapters relating to police, fire, hospital, recreation, or school buildings.)

Historic and Municipal Buildings



1	Printing Plant
2	City Hall
3	School Dept./PFD
4	NDEA offices
5	Abiel Smith School
6	Old Police Academy
7	Faneuil Hall
8	Old State House
9	Brighton Muni
10	Charlestown Muni
11	Codman Square Muni
12	Curtis Hall Muni
13	Hyde Park Muni
14	Roslindale Muni
15	South Boston Muni
16	Tobin Muni
17	Uphams Corner Muni
18	Downtown (4 bldgs.)
19	Bay Village
20	Dorchester
21	East Boston
22	Grove Hall

DOWNTOWN ADMINISTRATIVE FACILITIES

The City of Boston conducts its centralized administrative functions out of several buildings in the downtown area:

- City Hall, City Hall Plaza
- School Committee Building, 26 Court Street
- Neighborhood Development and Employment Agency, 15 Beacon Street
- Printing Plant, 152-174 North Street

The newest building in this group is City Hall, built as the centerpiece of the Government Center urban renewal project. Completed in 1968, it replaced a large portion of the old Scollay Square section of the City. It houses the Mayor's office, the City Council chambers, and other central administrative offices of Boston city government.

The building at 26 Court Street was built in 1913, on the site of the City's old prison. It originally served as the City Hall annex. In 1969, when most city departments moved into the new City Hall, the Court Street facility was left unoccupied until the relocation of School Department headquarters there in 1974. Today, this building also houses the City's Public Facilities Department.

The building at 15 Beacon Street houses the main offices of the Neighborhood Development and Employment Agency (NDEA). Acquired by the City in 1920, this facility is the former site of School Department headquarters.

The building at 152-174 North Street, built in 1868, houses the City's Printing Division. The site was formerly the location of the Boston Police Academy and the District 1 Police station house. Presently, 174 North Street is occupied by the printing plant, while much of the space at 152 North Street is used for administrative offices.

HISTORIC BUILDINGS

The Old State House was built in 1712 and has served over time as the seat of the royal provincial government, the State House for the Commonwealth of Massachusetts, and Boston City Hall. Since 1882, the Old State House has been used as a museum under the auspices of the Bostonian Society. The exterior of the building retains its mid-1700's appearance, while the interior has undergone substantial change. The last major modifications, however, were completed in 1881 and today the building is in need of significant repairs. Owned by the City, the Old State House is managed under a three-party cooperative agreement among the City, the Bostonian Society, and the National Park Service.

Faneuil Hall, in the historic Quincy Market district of Boston, was built in 1763 as a public market and community meeting house. It was used on several occasions during the Revolutionary War as a meeting place for leaders of the colonial uprising like John and Samuel Adams, Paul Revere, and John Hancock and continues to serve as a forum for civic events to this day. The building was substantially enlarged in 1805, and renovations since then have led to the present building

configuration. The building is owned by the City of Boston, and is managed through a cooperative agreement with the National Park Service.

The Abiel Smith School at 46 Joy Street on Beacon Hill was built by black artisans in 1806. It served as the first black school in Boston, and was one of the prominent buildings on Smith Court, the post-Revolutionary War center of Boston's black community. Today, the building houses a chapter of the Disabled American Veterans, a post of the American Legion, the USO, and is a Boston African-American National Historic site.

NEIGHBORHOOD-BASED FACILITIES

In 1960, there were 20 municipal buildings located throughout the neighborhoods of the City. By 1980, many of the older, inadequate facilities were vacated and sold, often as part of a redevelopment project. With many of the buildings in use today dating back before 1915, renovations and repairs are critically needed for them to continue to provide essential neighborhood services.

These active neighborhood municipal buildings include:

- Brighton Municipal Building -- This facility houses the Allston-Brighton Senior Center, providing social services and a weekday lunch program to senior citizens.

- Codman Square Municipal Building -- Formerly the Codman Square branch library, this facility houses the Codman Square Health Center, an NDEA housing site office, and the Codman Square Housing Development Corporation.

- Curtis Hall Municipal Building -- This building houses Community Schools-sponsored recreational services, a pre-school program, a senior center, an NDEA housing site office, and an office of the Ecumenical Social Action Committee. Curtis Hall also houses a Police Department substation, located on the first floor.

- Hyde Park Municipal Building -- This facility houses a Community Schools program featuring recreational facilities and a pre-school program, as well as a weekday senior citizens lunch program administered by Southwest Boston Senior Services.

- Roslindale Municipal Building -- Located here are a Division of Employment Security mini-office, a Registry of Motor Vehicles site office, the Greater Roslindale Medical and Dental Center, the Parkway Boys and Girls Club of Roslindale, and a weekday lunch program administered by Southwest Boston Senior Services.

- Tobin Municipal Building -- This facility houses an area office of the State's Department of Public Welfare and Sociedad Latina, which offer recreational and counseling services to the people of Roxbury and Jamaica Plain.

- Uphams Corner Municipal Building -- Located here are the Uphams Corner branch library, the Uphams Corner Health Center, and the Uphams Corner Community Recreation Center.

The City also owns several buildings that are leased to the State's Department of Public Welfare. In the 1960's, when city government was responsible for local public welfare programs, the City ran five district offices along with the Chardon Street Home, a temporary shelter for women and children. When the State took over financial responsibility for public welfare programs, it began leasing the buildings from the City. Today, this arrangement continues and the New Chardon Street building still serves as a temporary home to 40 women and children, under D.P.W. management.

CURRENT CONDITIONS

DOWNTOWN ADMINISTRATIVE FACILITIES

Boston City Hall, although one of the newer municipal buildings, is in need of major capital improvements to its mechanical systems and its exterior surfaces. These improvements include:

- air conditioning system replacement
- roof replacement
- waterproofing of concrete joints
- plaza brickwork repair
- third floor courtyard waterproofing and brickwork
- interior upgrading

The need for these repairs is immediate in order to halt structural and mechanical deterioration.

The North Street printing facility is in relatively good repair but is in need of a new loading dock, plumbing improvements, and general interior renovations.

At present, the building at 26 Court Street is in good condition and needs little capital improvement. However, in the near future, an engineering analysis will be performed in order to determine the long-range capital needs of this facility.

The facility at 15 Beacon Street has had recent minor alterations. The City, however, will conduct a comprehensive facility audit of the building in the near future as part of a larger study of downtown municipal buildings.

HISTORIC BUILDINGS

The Old State House is currently in serious disrepair, with major structural problems evident in several areas. The brick mortar is deteriorating and the exterior brick wall is badly cracked. The building's electrical and mechanical systems need upgrading, with replacement of the 1890's-vintage plumbing and heating systems being a top priority. Interior surfaces throughout the building require refinishing.

The last major improvements to Faneuil Hall were undertaken in the 1930's. The building's exterior is in need of major rehabilitation, including repair of deteriorated masonry, and repair and refinishing of woodwork. Interior mechanical and electrical systems are outdated and need replacement to meet current code requirements. Interior finishes require restoration throughout the building. Security and fire detection systems must be updated and the plumbing system is seriously deficient.

The Disabled American Veterans chapter housed in the Abiel Smith School has provided much of the general maintenance needs of this facility. As part of the aforementioned downtown municipal building study, the City will conduct a comprehensive facility audit of the Smith School during FY'86.

NEIGHBORHOOD-BASED FACILITIES

Of the 14 neighborhood-based municipal facilities (see Table 1), the oldest is the Uphams Corner Municipal Building in Dorchester (built in 1903) and the newest is the Tobin Municipal Building in Roxbury (built in 1952). All 14 facilities need various types of renovations and repairs.

--The Curtis Hall and Hyde Park facilities have recently undergone extensive renovations, and need only general exterior improvements and interior renovations.

--The Brighton Municipal facility is also in good condition, and was recently painted. It will, however, require window replacement, paving of the parking area, and improvements to the entranceway.

Other facilities require more extensive work:

--The Roslindale facility requires new roofing, new windows and doors, and general interior improvements.

--The old Codman Square municipal building needs a new elevator for handicapped access. It also needs plumbing and heating improvements, as well as roof and masonry repairs.

--The Uphams Corner facility is in poor condition, although the Health Center annex is in excellent shape. Its list of capital needs includes roof and masonry repairs, window replacement, new entry doors, heating system improvements, and a complete renovation of the Community School recreation area.

--The six municipal buildings leased to the state are all structurally solid, but require major renovations and repairs in order to waterproof the structures, modernize building systems, and improve working space. Having received almost nothing in the way of capital expenditures in the past twenty years, these facilities need extensive work in order to upgrade their heating, plumbing, and lighting systems, and to replace and repair roofing and masonry. In these facilities, space utilization is often inefficient or inadequate. Major renovations to the interiors would be required to improve these conditions.

PROPOSED CAPITAL ACTION

DOWNTOWN ADMINISTRATIVE FACILITIES

Repairs to City Hall must be made within the next three or four years to avoid major breakdowns and systems failures. The capital plan calls for the expenditure of approximately $6 million over the next four years for the following improvements:

- continuation of the roof replacement project
- waterproofing of the pre-cast concrete joints
- plaza brickwork improvement
- repair and replacement of exterior brick and concrete on the third floor courtyard
- replacement of air conditioning and air delivery systems, including plumbing and electrical work
- improvements to the elevators including the reprogramming of the operating system.

These improvements will ensure that the building remains structurally sound, and will provide the public with a safe, comfortable place to conduct municipal business.

The structures at 174 and 152 North Street will undergo moderate renovations and repairs. The interior of the printing plant will be renovated and modernized, and the loading dock will be rebuilt to prevent traffic disruptions on Richmond Street.

HISTORIC BUILDINGS

In the federal budget now pending approval, Congress authorized $8.6 million for the renovation and upgrading of two of the City's historic buildings -- the Old State House and Faneuil Hall. This appropriation to the National Park Service provides $670,000 in FY'86 for planning and design of the rehabilitation of the Old State House. In FY'87, an additional appropriation of $3.3 million will allow for the completion of all structural repairs required in the facility, including repointing of masonry, upgrading of electrical and mechanical systems, repairing of the roof, gutters, and downspouts, as well as the replacement or reinforcement of the tenth supporting column and spiral staircase.

Congress has approved another $555,000 for planning and design work to begin in FY'86 on renovations to Faneuil Hall. Congress has also allocated $4 million for reconstruction, to begin in FY'87. Work to be done includes wall reconditioning, replacement of plumbing, heating and air conditioning systems, upgrading of the electrical system, interior and exterior masonry and woodwork restoration, and structural support reinforcement or correction as necessary.

During FY'86 the City will undertake a thorough facility audit of the Smith School to determine the scope of capital repairs required at this facility.

Deterioration of these historic buildings has progressed to the point where further delay in undertaking repairs may prove dangerous and costly. Their integrity as landmarks is being threatened. This capital plan and a city/federal partnership on their behalf will guarantee that these landmarks are preserved for future generations.

NEIGHBORHOOD-BASED FACILITIES

The capital plan provides for renovations and repairs to improve recreational and public service facilities in seven municipal buildings.

--The Brighton, Curtis Hall, and Hyde Park municipal buildings, which have already been substantially renovated, will receive minor repairs to further improve their exteriors and to beautify the sites.

--The Tobin Municipal Building will likewise undergo moderate renovations and repairs, including window replacement, waterproofing, handicapped access improvements, and general interior renovations.

--The Roslindale Municipal Building will receive extensive renovations and repairs in FY'86. The work is scheduled to include a new roof, waterproofing, new windows and doors, gymnasium improvements, and general interior work.

--Extensive improvements will take place at the Uphams Corner Municipal Building, including interior refinishing, recreation area renovation, window replacement, roof and masonry repairs, heating system upgrading, and handicapped access and egress improvements.

These renovations will preserve and improve those active municipal buildings throughout the City so that delivery of necessary and desired services may continue.

The time is long past for the City to stop and examine the conditions and the future use of many of its facilities. Those which are active centers of city services need to be repaired and preserved, while abandoned and under-utilized buildings must be recycled to more productive purposes, such as housing. In cases where the City is the lessor (either to the state or to private, non-profit organizations), it must reconsider this function.

The City should also consider the effect of decentralizing the delivery of municipal services by moving the functions of certain departments out of the downtown area and into the neighborhoods. Just as the redevelopment of the Government Center area sparked a dramatic downtown boom twenty years ago, a permanent and significant public investment in the neighborhoods, such as at a municipal facility, can anchor the commercial and residential rehabilitation of an area, and encourage future private investment.

During FY 86, City planning agencies will undertake a comprehensive study of all municipal buildings, but especially those that are under-used, vacant, or leased to non-city agencies. Future plans for any of these buildings will need to be made in the context of an overall strategy consistent with the Administration's housing and neighborhood revitalization policies and individual neighborhood needs.

HIGHLIGHTS OF PROPOSED CAPITAL ACTION

- completion of new street, sidewalk, lighting, and public open space improvements at Dudley Square, Washington Park, and Kitteredge Square urban renewal areas.
- completion of Phase II of Tremont Street/Columbus Avenue reconstruction, using federal, state, and city funds.
- acquisition and clearing of Tent City site and reconstruction of adjacent streets, as part of mixed income housing development.
- reconstruction of local streets in Charlestown; construction of new streets and installation of lighting at Shipyard Park in Charlestown Navy Yard.
- construction of new active recreation area and redesign of waterfront park land on Columbia Point.
- completion of new street construction in the Park Plaza, Essex Street and North Station areas, and installation of additional foundations and columns to support air rights development at South Station.

The bustling activity of Faneuil Hall, the active commerce of Downtown Crossing, gleaming skyscrapers rising throughout Boston's skyline -- all are images associated with Boston's economic rebirth. Thus far in 1985, ten new major private developments have been approved; as many more have been proposed, demonstrating a continued confidence in the City's revival.

The Administration is committed to policies that will share the benefits of these downtown projects with Boston's neighborhoods. Already the City has issued new policies that have begun to direct investment beyond downtown. In neighborhoods such as Dudley Square, the South End, Charlestown, and the communities along the relocated MBTA Orange Line, new private developments are proposed or underway which will expand the City's construction boom out from the downtown area.

Boston's waterfront is also attracting intense interest from both private developers and the public. Harborpark, a bold plan proposed in October 1984, seeks to recapture the vitality of the City's waterfront not only for developers, but for Boston's residents and visitors as well. Harborpark proposes a mix of private development and public improvements along the waterfront that will generate new jobs and tax revenues while creating a continuous public walkway from Charlestown to the Dorchester beaches.

These initiatives demonstrate a new direction for the City's redevelopment agency. The Boston Redevelopment Authority (BRA) reviews and manages the shape of the City's private development, taking into account the scale, neighborhood impact, environmental effects, and density of proposed developments. Beyond the planning and design function, however, the BRA retains the equally important role of ensuring that improvements to nearby streets, sidewalks, parks, and public amenities are completed to support these private investments. The revival of Boston's private sector economy, simultaneous with reduced federal funding and local fiscal constraints, has prompted the City to adopt a different, though still active, role in economic development, as evidenced by new BRA initiatives and policies.

HISTORY OF CAPITAL PLANNING AND EXPENDITURE

Created by a home rule petition submitted to the Massachusetts Legislature in 1957, the BRA was a direct response to federal urban renewal efforts that made capital funding available to city redevelopment agencies across the country. Since its creation, the BRA has overseen the substantial redevelopment of Boston from the downtown financial and government district core to the inner-city neighborhoods of the South End, Charlestown, Roxbury and Bay Village.

DOWNTOWN

In 1961, construction of the Prudential Center signalled a building boom in Boston that reversed 30 years of economic decline. The Prudential Center replaced an obsolete freight yard which the City had been eager to turn over to a willing investor. In fact, the City offered major tax breaks to encourage the development.

In 1963, again with major public investment, the tattoo shops and sailors bars of Scollay Square were replaced by Government Center, a project that included the new City Hall and several federal, state, and private office complexes. Subsequently, redevelopment behind Government Center turned historic Faneuil Hall and Quincy Market into one of the most popular tourist attractions in the country, creating 140 new jobs and adding $80 million annually to Boston's economy.

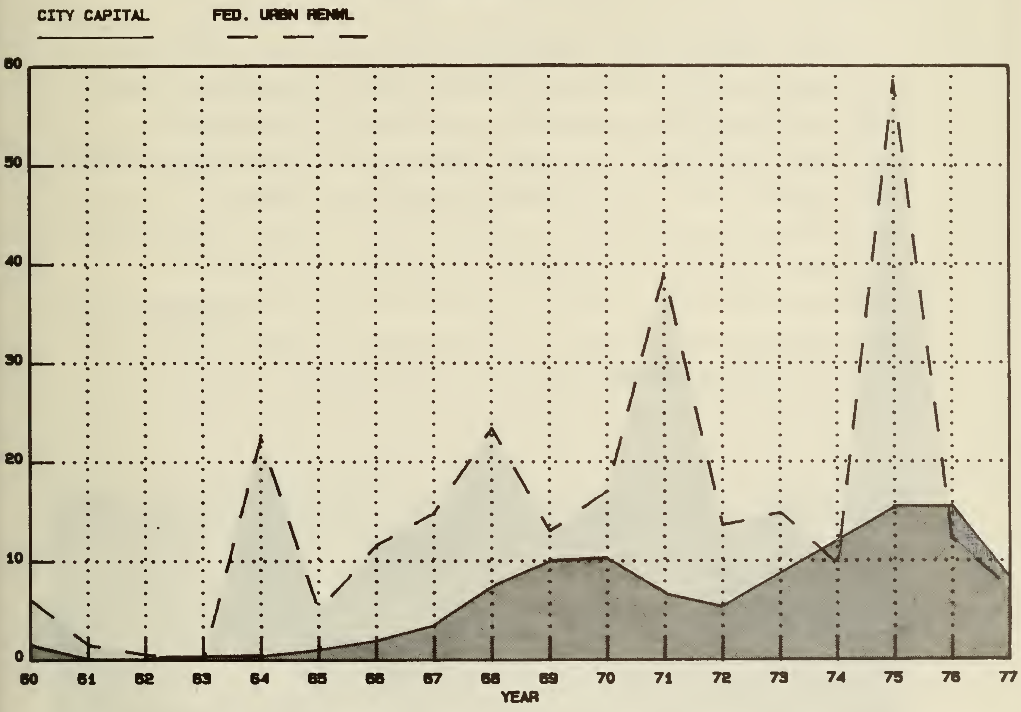
Over two decades, Boston saw the construction of 20 million square feet of downtown office space. From 1976-1984 the economic boom increased the City's tax base by nearly $4 billion and created 77,000 new jobs. Twenty-five years ago, Boston's skyline was hardly noteworthy. Only the Customs House tower and the County Courthouse climbed toward the sky. Now, steel girders signalling construction dot the skyline, while tall and sparkling new high-rises house thousands of Boston workers. No longer must the City actively solicit private developers and offer persuasive incentives. Instead, the BRA now chooses from among many proposals submitted for each downtown redevelopment parcel.

NEIGHBORHOODS

Beginning in the 1960's in neighborhoods beyond the downtown core, the City combined federal urban renewal funds with its own resources to begin substantial reconstruction in the Fenway, South End, Roxbury, and Charlestown sections. Public funds to reconstruct streets, sidewalks, parks, and utilities, coupled with tax

GRAPH 1

URBAN RENEWAL EXPENDITURES IN BOSTON 1960 - 1977
CITY CAPITAL AND FEDERAL URBAN RENEWAL FUNDS



incentives to investors, brought private housing and commercial development into these areas. Graph 1 shows Federal and City urban renewal expenditures in Boston from 1960-1977.

By the mid-1970's, federal urban renewal programs were drawing to a close, yet a large portion of the City's urban renewal districts still required attention. To complete its work, the BRA increasingly relied on a broader range of state and city funding to supplement federal dollars. Nevertheless, even after 1978, over 75 percent of the BRA's capital expenditures were federally funded.

After the passage of Proposition 2-1/2 in 1980, the BRA began to look toward private investors and the vital service economy as potential partners in the City's continued rebirth. In recent years, a linkage program has been established, requiring developers of large non-residential projects to contribute to the construction or rehabilitation of housing in Boston. In addition, private financing of both on-site and off-site public improvements has become an increasingly common aspect of large scale developments.

CURRENT CONDITIONS

There remains a large backlog of development-related infrastructure needs in BRA neighborhood renewal areas including the South End, Charlestown, and Roxbury. Streets, sidewalks, lighting systems, and public open spaces originally slated for reconstruction have yet to receive attention. The total cost for completion is estimated at more than $40 million.

NEIGHBORHOODS

In Roxbury and the South End, new development opportunities are being created with the relocation of the MBTA Orange Line and the subsequent dismantling of the elevated train tracks along Washington Street. New commercial and residential developments in the Dudley Square area and along the Southwest Corridor will need to be combined with improvements to streets, utilities, and open space.

The Tent City site in the South End has been vacant for more than a decade, a symbol of an unfulfilled commitment to that neighborhood for the development of low to moderate income housing. In 1984, the Administration quickly moved to assure South End residents that the parcel would be developed. An agreement among the BRA, the developers of Copley Place, and the Tent City Corporation (which will develop the site) has now been reached, to build 270 to 300 units of mixed-income housing and an underground parking garage. State and federal grant proposals currently under consideration would assist with the construction of the housing units and adjacent public improvements. City capital funds will be required to provide the balance of funding needed for the reconstruction of the streets and sidewalks and the installation of lighting around the site.

Public capital investments will also be required to support ongoing and planned private developments in the former Charlestown Navy Yard. New streets, sidewalks, and lighting systems are necessary to permit access to commercial and residential developments, and the final phase of Shipyard Park (connecting the Navy Yard area to the U.S.S. Constitution) must be completed.

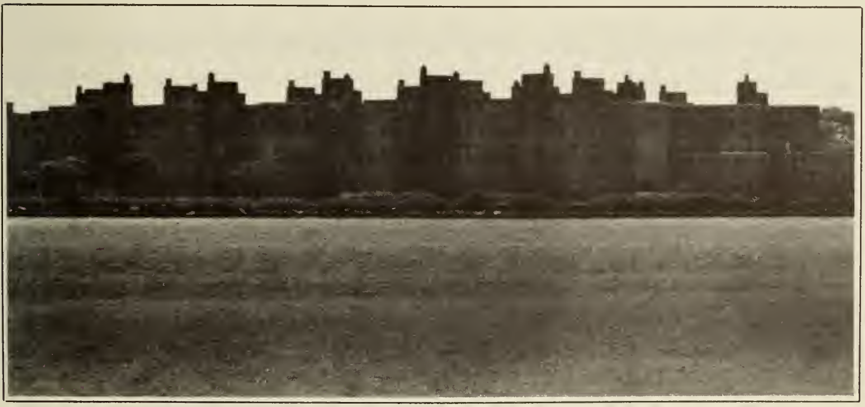
DOWNTOWN

Downtown, more than a dozen large developments are currently underway or planned, with most using private funds for both on-site and off-site public improvements. These include Marketplace Center (public walkway and open space improvements between Quincy Market and Waterfront Park) and International Place at Fort Hill (reconstruction of the Central Artery's High Street ramp).

In some cases, public capital expenditures are required. For example, streets must be reconstructed and widened near Lafayette Place and around the new federal building at North Station. At South Station, additional foundation columns must be installed during the MBTA's renovation to permit future development of BRA-owned air rights above the station.

WATERFRONT

New parks, walkways and benches and the preservation of open space along the entire length of Boston's waterfront have been given high priority. Because of the unrelenting demand for waterfront property in Boston, most of these improvements can be assigned to private developers. However, in cases such as Columbia Point, where low and moderate-income housing will be constructed, some public funding will be necessary to redevelop the park land and recreational facilities on the peninsula.



PROPOSED CAPITAL ACTION

Under this plan, capital investment is proposed to complete neighborhood public improvements and to enhance and support new private development.

Roxbury: in the Dudley Square area, street, sidewalk, lighting, and public open space improvements will be completed in conjunction with new residential and commercial development. This work will be coordinated with the state's proposed Urban Heritage Park and with MBTA investments along Washington Street.

All street reconstruction (including sidewalks, lighting, and trees) originally planned for Washington Park and Kitteredge Square will be completed.

South End: Federal, state, and city funds will be used to complete Phase II of the Tremont Street/Columbus Avenue reconstruction, including new sidewalks, lighting, benches and trees.

The Tent City site will be acquired and cleared, and adjacent streets will be reconstructed. Federal and state subsidies, together with the rental proceeds from the proposed underground parking garage, should enable the non-profit developers of the site to make 75 percent of the units available for low-moderate income households. City capital funds and a pending state grant will complete the project by allowing rebuilding of the adjacent streets and sidewalks and upgrading of the public utilities.

Throughout the neighborhood, an ongoing program of street reconstruction, including new sidewalks, lighting, and trees, will be implemented. Many South End street projects were abruptly cancelled after the imposition of Proposition 2-1/2. This capital plan proposes to reactivate these projects and establish a schedule to provide basic public improvements to the residents of the South End.

Charlestown: Main Street and portions of Warren and connecting side streets will be totally reconstructed, using a combination of federal, state, and city funds. In addition, a program to reconstruct other streets will be implemented.

Construction of new streets and lighting in the Navy Yard will provide access for ongoing private development.

Phase III of Shipyard Park will be completed, using a combination of city funds and matching state and federal grants. This phase will include new walkways, lighting, security rails, and landscaping around the old drydock which connects the Navy Yard to the U.S.S. Constitution.

Columbia Point: In conjunction with the construction of new housing, an active recreation area will be created and the peninsula's waterfront park land will be redesigned. Funding will come from private developers, adjacent property owners, the State, and the City.

Downtown: New streets in the Park Plaza urban renewal area will be completed. This project will provide improved traffic circulation in an area of the downtown that is the site of several recently completed or planned private investments, including the new State Transportation Building.

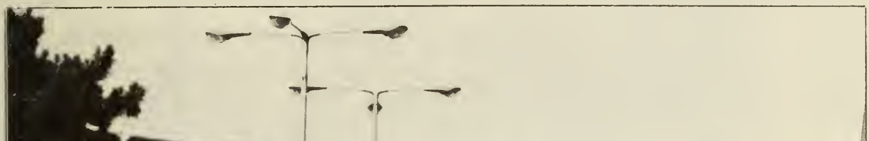
Additional foundations and columns necessary for air rights development will be constructed at South Station, using city monies to match state and federal grants.

Essex Street in the vicinity of Lafayette Place will be widened, as will Causeway, Lomasney, and Merrimack Streets in the North Station area. City funds will be used for design, engineering, and property acquisition where needed, while federal and state monies will pay for construction.

Public improvements adjacent to the mixed income housing projects at Tent City and Columbia Point, new streets, sidewalks and lighting in Roxbury, the South End and Charlestown, and a commitment to use public capital investment to support neighborhood development, are all part of this plan. In addition, major transportation and infrastructure improvements in the downtown area are programmed to accommodate the City's growth. New planning guidelines together with the City's linkage and resident job programs will ensure that the City's public investment will provide Boston's residents with new jobs, new housing and improved neighborhoods.

HIGHLIGHTS OF PROPOSED CAPITAL ACTION

- roadway repair, sidewalk reconstruction, and tree planting on Dorchester Avenue from Andrew Square to Lower Mills at a total cost of $400,000.
- install new pedestrian lighting and plant trees from MBTA Forest Hill Station to South Street Soldier Monument. Reconstruct Hyde Square center islands and repair streets and sidewalks. Total project cost of $925,000.
- install new lighting, plant trees, repair roadways and sidewalks, and reconstruct center islands in Cleary Square along Hyde Park Avenue, at total cost of $840,000.
- installation of new lighting, plant trees and repair sidewalks from Brigham Circle to MBTA's new Roxbury crossing station at a total cost of $400,000.



Boston is a city of paradox. It has been at the center of New England's economic resurgence, yet as new wealth continues to be generated in central Boston, many neighborhoods are still plagued by boarded-up storefronts, abandoned housing, and unemployment. This unequal distribution of the benefits of the City's economic health is a condition that the Administration is determined to alter.

The agency charged with revitalizing Boston's neighborhoods is the Neighborhood Development and Employment Agency (NDEA). NDEA manages the federal Community Development Block Grant (CDBG) program and state and federal job training programs designed to alleviate poverty, stimulate local business investment, create jobs, and provide a variety of other support services for neighborhoods with low and moderate-income residents. As federal resources have diminished, NDEA has turned to a variety of public/private initiatives to maximize the benefits of the City's expenditures in its neighborhoods.

In 1981, two city agencies -- the Employment and Economic Policy Administration, which administered city-sponsored employment and training programs, and the Neighborhood Development Agency, which administered commercial revitalization and housing improvement programs -- were merged to form NDEA. Currently, NDEA manages a wide range of housing, commercial development, employment, and human service programs throughout the City. NDEA also has the responsibility of improving Boston's neighborhood business districts, using a number of funding sources to stimulate private investment.

NDEA recognizes that the capital budget can be used as one of several tools to attract and support private investment in neighborhood business districts. The capital investment outlined in this plan is an important statement that the City will not retreat from the difficult agenda of neighborhood revitalization because of the loss of federal support. Rather, Boston will use its own resources to augment scarce federal dollars, and to create a community development strategy that combines physical improvements with financial incentives, technical assistance, and coordinated planning.

HISTORY OF CAPITAL PLANNING AND EXPENDITURE

While individual program activities have varied from year to year, the City has generally relied on the CDBG program as an important source of money for capital improvements to commercial areas in the City's neighborhoods. During the 12-year history of the program, the City has earmarked $13 million in CDBG dollars for capital repairs to streets, sidewalks, parks, and public amenities.

The goal of NDEA capital investment has been to use street, sidewalk, and other public improvements to stimulate private commercial development and to counteract the cycle of deterioration in neighborhood business districts. NDEA has continually broadened its programs, coupling financial and development assistance with capital investment planning; this comprehensive approach has greatly increased the impact of capital improvements, even though over time the City's total amount of CDBG funding has declined. For CDBG Year XI (1985-86), Boston will be receiving only 70 percent of what it received in the program's first year (1974-75). In constant dollars, the City will be receiving less than 33 percent of what it received in 1974-75.

The Upham's Corner neighborhood provides an example of the results that can be achieved with a coordinated development strategy. Once a thriving commercial center, this area of Dorchester had experienced extensive decline since World War II. To offset this, NDEA developed a comprehensive plan for the area, using a combination of state and federal programs to effect $1.25 million of capital improvements (street reconstruction, sidewalks, lights, and pedestrian amenities) coupled with CDBG development and loan subsidies to area merchants. The result has been $1.5 million in private investment in both large and small-scale projects, creating or retaining 75 jobs, and developing a sound and healthy commercial area for neighborhood residents and businesses.

CURRENT CONDITIONS

Boston's neighborhood commercial districts have been affected by a number of circumstances beyond their control. Population loss, income stagnation, increased crime, competition from suburban malls, and other factors have caused businesses to close and districts to decline. Merchants became "unbankable," and this lack of investment further aggravated the situation. City expenditures were insufficient to properly maintain the parks, streets, and sidewalks, to enforce building and sign codes, or to provide necessary levels of police protection. This deterioration of the commercial districts had a serious impact on the surrounding residential areas, and the spiral of disinvestment continued.

These problems still exist in many neighborhoods. In recent years, residents and neighborhood merchants have felt helpless and frustrated as they watched the downtown business district rise while their neighborhoods continued to decline. The Administration is now working to implement policies that share downtown growth with the neighborhoods, including directing private investment to the neighborhoods, and providing new incentives for neighborhood improvement.

Targeting certain commercial areas for assistance has started a revival; under this capital plan, the City also proposes major reconstruction programs in several neighborhood business districts.

PROPOSED CAPITAL ACTION

The Administration proposes $2.7 million in renovations and improvements to neighborhood business districts in Hyde Park, Jamaica Plain, Dorchester, and Mission Hill. Capital improvements to these areas will include reconstruction of streets, sidewalks, and center islands, installation of new lighting, and planting of trees.

Dorchester Avenue: This major arterial roadway is the spine connecting 14 predominantly low or moderate income sections in Dorchester to the rest of the City. Along the four-mile section of Dorchester Avenue from Andrew Square in South Boston to Lower Mills in Dorchester, there are six commercial pockets connected by seven predominantly residential areas. The commercial districts provide important services to more than 130,000 people living in the neighborhoods along the avenue. The revitalization of Dorchester Avenue is central to the improvement of the surrounding area.

Of the major shopping areas, Fields Corner and Lower Mills have already had extensive capital work performed in the recent past. The roadway and sidewalks of the lower portion of the avenue from Greenwich Street to Lower Mills were reconstructed in several phases from 1979 to 1983. New lights were installed in 1984.

Under this proposal, close to $535,000 worth of immediate improvements are proposed for Dorchester Avenue, including street resurfacing and sidewalk repairs. Damaged lights will be replaced and 400 trees planted along the avenue. A second phase of this project consists of the reconstruction of the streets and sidewalks, and the installation of new lighting from Greenwich Street north to Savin Hill Avenue. In addition, other city agencies, area residents, and community groups will be reviewing zoning regulations along Dorchester Avenue to help direct new development in accordance with neighborhood needs.

Centre Street: As the main commercial artery in Jamaica Plain, Centre Street is the focal point of commercial redevelopment in the area. The residential sections along the street are a rich mix of racial and income groups, making Jamaica Plain one of the City's most integrated neighborhoods.

The area has already seen a great amount of activity sponsored by NDEA. Plans are being drawn up to rebuild 319-329 Centre Street, the site of a recent fire.

Nearly $925,000 of additional improvements are scheduled for Centre Street. New pedestrian lighting will be installed and trees will be planted along the full length of the street from the MBTA Forest Hills Station to the Soldiers Monument at South Street. The center islands at Hyde Square will be reconstructed and landscaped. Sidewalk repairs and street resurfacing will be completed where needed, while the parking lot between Wyman and Forbes Streets will be repaved to fix large sinkholes.

Cleary Square: Cleary Square is the commercial center of Hyde Park. More than 27,000 people drive through it daily, and many use the 150 retail and office establishments in the Square. Revitalizing Cleary Square is important to the preservation of Hyde Park as a desirable, livable community.

More than $840,000 in improvements are proposed for Cleary Square under this capital plan. The replacement of broken sidewalks, street resurfacing, the widening of corner sidewalks, and the reconstruction of traffic islands will improve pedestrian and vehicular flow. Planting trees and installing trash receptacles will enhance the attractiveness of the Square. And new pedestrian lights will increase safety and deter crime. Storefront and signage programs are also planned to help enhance aesthetics.

Tremont Street: This street will soon become an important connector between the MBTA's new Roxbury Crossing Orange Line Station and the Arborway trolley at Brigham Circle. It is already providing vital services to the surrounding area at its 50 commercial establishments.

The capital plan calls for improvements totalling close to $400,000, including tree-planting along the street from Brigham Circle to the new MBTA station. New pedestrian lighting and trash receptacles will be installed, and broken sidewalks will be repaired, or in some cases replaced with bricks.

HIGHLIGHTS OF PROPOSED CAPITAL ACTION

- completion of $3.1 million of roadway and traffic improvements, which will reduce truck traffic on local streets, create a new development parcel, and allow for continued industrial development at the Boston Marine Industrial Park (BMIP).
- repairs to streets, sidewalks, public utilities, lighting and buildings at the BMIP, at a total cost of $1.2 million.
- rehabilitation of Pier 10 at BMIP, to allow for multi-year ship repair contracts, contingent upon continued use of Drydock 3.
- reconstruction of Terminal Street, at a total cost of $290,000, to accommodate increased traffic from Design Center and Industrial Center.

As Boston's service economy has burgeoned, the City has experienced a simultaneous loss of manufacturing jobs. Only 35 years ago, manufacturing accounted for nearly one-fifth of Boston's labor market; today, this percentage has been halved. While the early transformation of Boston to a 'post-industrial economy' has resulted in a strong job market locally and regionally, the shift in industrial activity has been felt severely in Boston neighborhoods, where residents fear personally the loss of employment.

Stoneybrook in Jamaica Plain once boasted of breweries. The South End's piano factory was not always home to artists. And Lower Mills' chocolate factory employed, rather than housed, residents. Neighborhoods that are now considered to be residential were not always so, and in some cases were developed first as manufacturing sites.

The Administration recognizes that structural changes in the City's economy are reflective of what has happened on a nationwide level. Manufacturing industries will never again play a dominant role in Boston's economic base. However, while manufacturing cannot anchor the City's economic vitality, blue-collar industries play an essential role in providing jobs for neighborhood residents. Boston is still the location of nearly 50,000 manufacturing jobs, 80 percent of which are in the neighborhoods. Sustaining manufacturing industries assures that the City's economic resurgence is shared with members of all income classes.

Industrial parks, which can serve as magnets for small to medium size enterprises, are one way to support a manufacturing sector. The Economic Development and

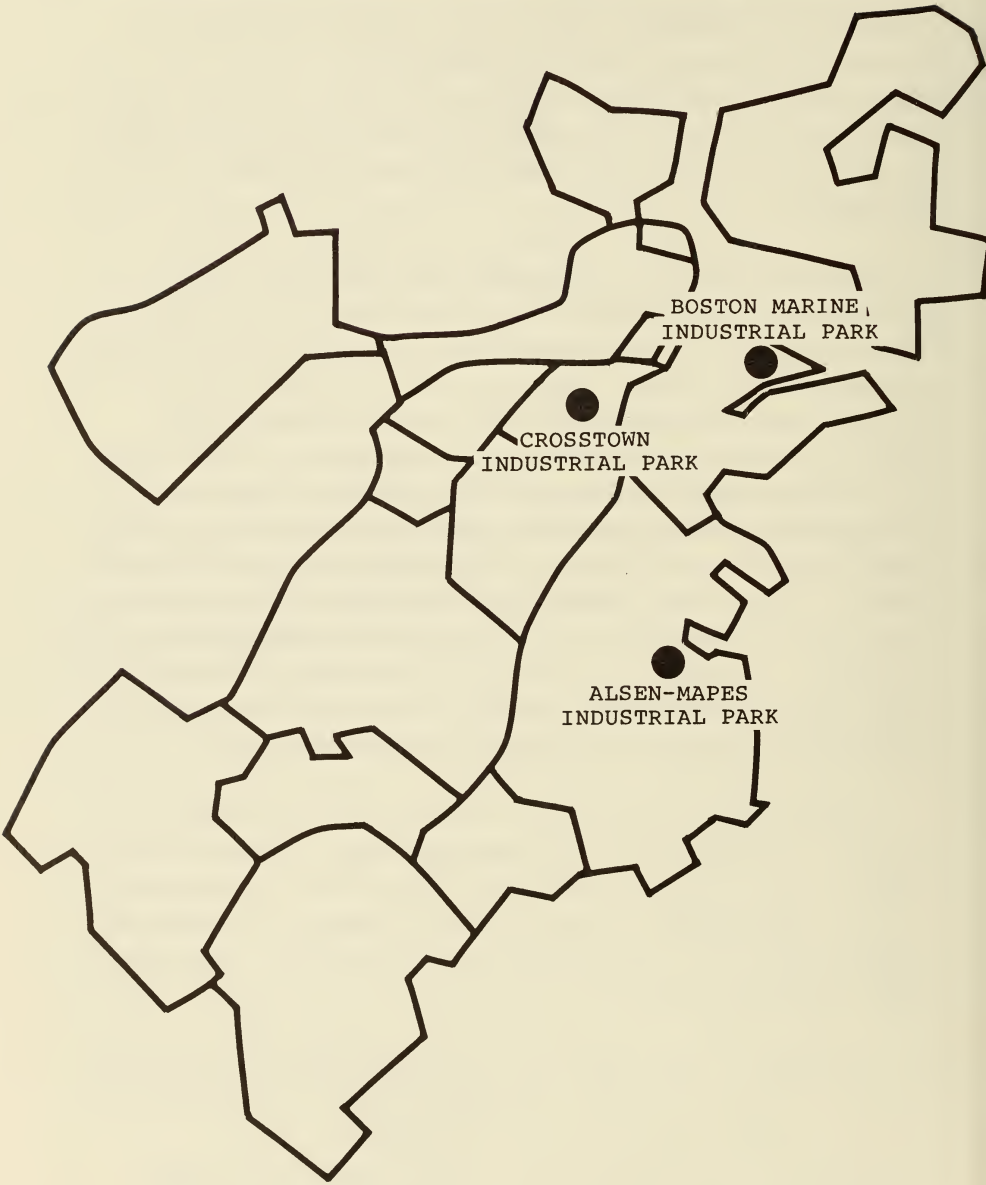
Industrial Corporation (EDIC) was founded just for that purpose. Created in 1971 by a special act of the Massachusetts legislature, EDIC's mission is to preserve and strengthen Boston's industrial base, and by doing so, to retain and create job opportunities for Boston residents.

EDIC carries out its mission through four basic activities. Its main function is to operate the city's three industrial parks, which have created 2,400 new jobs in the past ten years. EDIC has also provided assistance to more than 700 companies which were looking for new sites to expand or relocate their operations in the City. It has developed a variety of loan programs that help Boston-based companies afford their expansion plans, and runs job training programs at the Boston Technical Center (BTC). Since 1977, the BTC has trained and placed over 2,000 low income Boston-area residents in promising industrial careers. (To expand its programs and reach an even greater population, the BTC is now seeking a license as a private non-profit trade and business school.)

EDIC centers its activity around three industrial parks: the Boston Marine Industrial Park (BMIP) in South Boston, the Crosstown Industrial Park (CTIP) in Roxbury, and the Alsen-Mapes Industrial Park (AMIP) in Dorchester. The following map illustrates the locations of the three EDIC industrial parks.

The BMIP offers both land and buildings for lease to private companies, while CTIP (15 acres) and AMIP (7 acres) provide cleared parcels with new utility connections. In the past ten years, EDIC has devoted significant time and money to clearing these sites as centers for light industry within the City. EDIC's three

EDIC Industrial Park Locations


BOSTON MARINE INDUSTRIAL PARK
CROSSTOWN INDUSTRIAL PARK
ALSEN-MAPES INDUSTRIAL PARK

industrial parks have, to date, attracted more than 50 companies, and have provided jobs for nearly 1,000 Boston residents.

This capital plan for EDIC follows through on the City's commitment to its industrial parks and their current and future tenant companies. These industrial parks allow the City to take a hand in shaping its own economic future by preserving manufacturing and light industry as a continuing source of employment for Boston residents.

HISTORY OF CAPITAL PLANNING AND EXPENDITURE

Over the past eight years, EDIC has invested over $20 million at its three parks. EDIC obtained these capital funds through state and federal grants as well as City of Boston general obligation bonds. Table 1 summarizes the specific projects undertaken and the total project costs. It is estimated that this public investment has already leveraged another $70 million in private capital investment by the companies.

CURRENT CONDITIONS

The completion of EDIC's three industrial parks is now in sight. New companies currently developing facilities at AMIP and CTIP will add an additional 1,000 jobs at those sites. At BMIP, four initiatives are presently underway to complete the lease arrangements for all

TABLE 1

SUMMARY OF PAST CAPITAL INVESTMENT AT EDIC'S INDUSTRIAL PARKS

BOSTON MARINE INDUSTRIAL PARK

Project/Year	Total Project Cost
Building 32, Rehab., 1978-79	$ 1,263,000
Building 18, Rehab., 1982	2,700,000
Building 53, Rehab., 1981	200,000
Building 49, Boston Tech. Center, 1978	1,235,000
Pier 5/Drydock 4/, 1981	2,000,000
Pier 7, 1981	2,400,000
Building 21, 1981	100,000
Elec. Distribution System, 1979-80	200,000
Building 31, 1983	600,000
Building 114, Site Improvements, 1983	1,830,000
Building Improvements	14,000,000

CROSSTOWN INDUSTRIAL PARK

Project/Year	Total Project Cost
Prep. of Parcel 1 and 4 for Digital, 1978-79	$ 1,101,000
Clearance and site prep. of Parcel 2, 1981	730,000

ALSEN-MAPES INDUSTRIAL PARK

Project/Year	Total Project Cost
Site Preparation, 1973	$ 771,000

1. BMIP: Capital rehabilitation projects at BMIP since 1978 include rehabilitation of over 520,000 sq.ft. for structural repairs, and for industrial and manufacturing development, as well as improvements to piers and infrastructure systems within the park to support new economic activity.

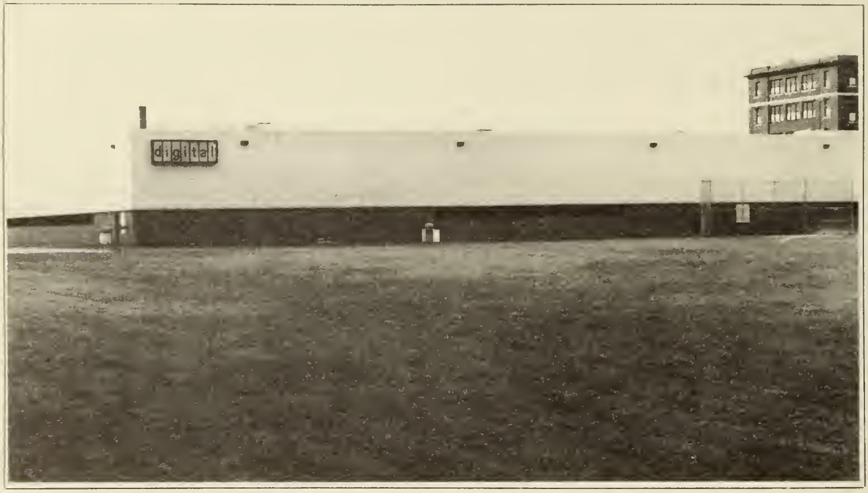
2. CTIP: Capital improvement at the Crosstown park since 1978 involved major infrastructure improvement, and realignments in the areas of roadway, utilities and sewers for the preparation of two parcels for industrial development.

3. AMIP: Capital improvements at the Alsen-Mapes park in 1973 included site clearance and preparation of 7.5 acres of land for industrial development.

remaining parcels at the park, and to finish infrastructure improvements. These initiatives include:

- the Harbor Gateway, a major project that will clear the way for the development of a new parcel at the BMIP. The parcel is expected to be leased to a new light manufacturing facility, creating up to 1,000 new jobs;
- full lease-up of the Industrial Center (Sections B, C, and D of Building 114) by the end of 1985;
- renovations of the Boston Design Center (Sections E and F of Building 114), with initial occupancy scheduled for the fall of 1985;
- development, by a private firm, of processing and distribution facilities for the importation of cement, utilizing one of the few remaining pieces of undeveloped waterfront property.

At the Crosstown Industrial Park, Morgan Memorial/Goodwill Industries recently purchased 5-1/2 acres of land, to construct a $7.2 million complex. The facility will be the new headquarters for Morgan Memorial, and will provide 150 permanent jobs, as well as a job training program servicing up to 300 handicapped people per year. Other services provided in the complex will include meals for the elderly and a health clinic for the handicapped. EDIC and the Greater Boston Community Development Corporation (CDC) are joint developers of the Crosstown Industrial Park. The CDC will receive 25 percent of the land purchase price to use toward other neighborhood development projects.



Over the past two years, EDIC has completed or laid the foundation for a number of other new projects at its parks. New leases have been signed at a rapid pace, and construction activity is evident at all three sites. Developing plans for these projects, however, has required significant "up front" capital for preliminary marketing, engineering, and overall planning. EDIC and the City expect to realize the results of these investments both in the form of operating capital and in-lieu-of-tax payments, which are estimated to exceed $20 million over the next ten years.

PROPOSED CAPITAL ACTION

The proposed capital action during the next year is focused on BMIP to complete its renovation and expansion.

Top priority is assigned to the completion of the $3.1 million Harbor Gateway roadway and traffic improvement program to accommodate increased traffic within BMIP. Preliminary design is now underway, and financing is presently being sought to allow construction by the fall of 1985. The key component of this project is the widening and realignment of Drydock Avenue, the BMIP's major thoroughfare. As a result of this construction:

- a new development parcel will be created within the park which when leased will result in up to 1,000 new jobs and will generate an estimated $5 million in private investments.

- truck traffic to and from the park will be allowed to exit off Northern Avenue, thereby reducing the traffic load on Summer Street and through the adjacent South Boston neighborhood.

- aesthetic improvements, including a new entranceway and a small park, will be completed.

Further development at the BMIP, particularly at Building #114, is expected to facilitate industrial expansion, creating an additional 2,000 jobs and $25 million in private investment. Capital investments, estimated to cost approximately $1.2 million, will include improvement of public utilities, sidewalks, street lighting, and building repairs.

Drydock 3 is the home of one of the largest ship repair facilities on the East Coast. Maintaining Drydock 3 allows private firms from the Boston area to compete for multi-year ship repair contracts with the U.S. government. However, for the drydock to be fully operational, Pier 10 must be rehabilitated at an estimated cost of $875,000. It is proposed that City capital be allocated to match state and federal grants for the Pier's rehabilitation, contingent upon the long-term use of Drydock 3.

As the Design Center and Industrial Center reach full occupancy, major reconstruction of Terminal Street will be required to ensure adequate traffic load capacity. This capital plan allots $290,000 for that reconstruction.

HIGHLIGHTS OF PROPOSED CAPITAL ACTION

- complete all court-ordered capital improvements to New and Old Suffolk County Courthouses.
- allocate $1.4 million for urgent capital improvements to seven district courthouses.
- complete design and engineering of new 435-bed jail by end of 1985; begin construction in spring, 1986.
- complete court-ordered capital projects at Deer Island House of Correction.

Courts, jails and correctional facilities represent three important aspects of the American criminal justice system: courts to determine guilt or innocence, jails to detain those awaiting trial, and correctional facilities to house those who, having been tried, are found guilty. Although the County of Suffolk includes the cities of Revere and Chelsea and the town of Winthrop, Boston alone bears responsibility for the operating and capital expenses of the Suffolk County judicial and correctional facilities. Boston is the location of the Old and New Suffolk County Courthouses, seven district courts, the Charles Street Jail and the Deer Island House of Correction.

Over the past decade, state legislation, motivated in part by local fiscal constraints, has shifted some of the financial burden of the county courts and correctional facilities from county government to the Commonwealth. Currently several new pieces of legislation have been submitted regarding these facilities. One proposed bill would transfer ownership of the county courts to the state; another would create a new capital grant program for the courts; and a third would transfer to the Commonwealth the responsibility for all operating and capital costs of the county correctional facilities.

It is amidst this legislative debate that this capital plan for Suffolk County's courts and correctional facilities has been developed. It represents the City's response to all court-ordered capital improvements, and also provides funds to correct urgent health and safety problems. However, definitive long-term capital plans for Suffolk County's courts and correctional facilities will be guided by the outcome of current legislative initiatives.

HISTORY OF CAPITAL PLANNING AND EXPENDITURE

COURTHOUSES

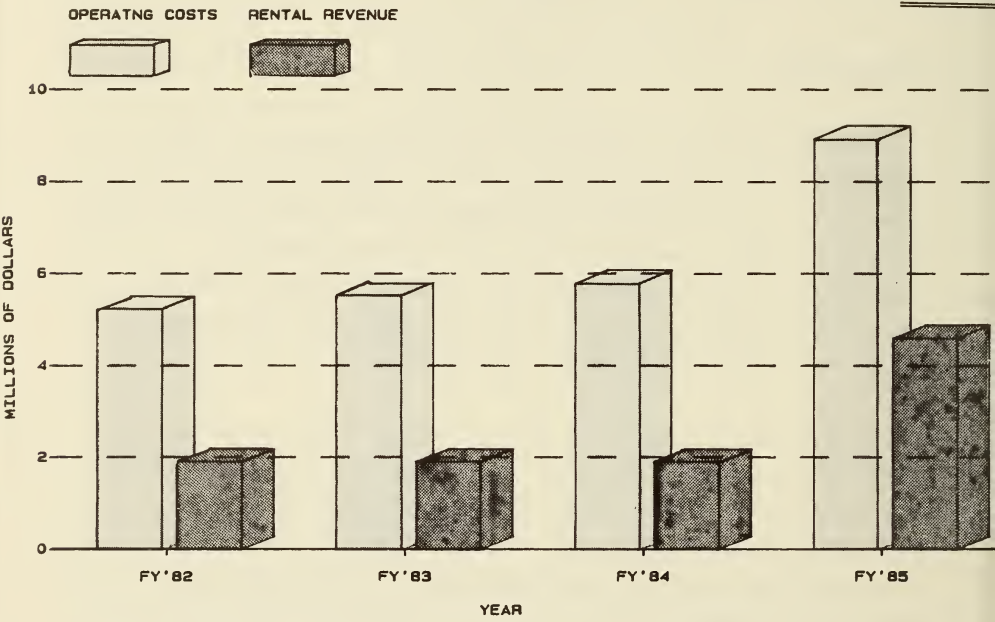
The Old County Courthouse was constructed in 1886; when the New Courthouse was added in 1937, it was for a time one of the tallest buildings in the City. Additional judicial offices are housed in the seven district courthouses located in Brighton, Charlestown, Dorchester, East Boston, Roxbury, South Boston, and West Roxbury, which are an average of 65 years old.

Massachusetts General Law, Chapter 478 of the Acts of 1978, was intended to transfer to the State's jurisdiction all operating, maintenance and capital costs of the judiciary. Under the terms of this law, the State is obligated to provide rental payments to the counties to cover their court-related costs, including the costs of repairs and debt service. However, as shown in Graph 1, the rental payments which Boston has received over the past four years have been substantially less than the City's total court-related costs. This continual shortfall, combined with a large backlog of municipal capital projects, has prevented the City from completing the extensive capital improvements which are needed to restore the court buildings to good operating condition.

In response to continued deterioration, in December 1984 the State Supreme Judicial Court ordered the City to complete $2.6 million in emergency repairs and renovations to the Old and New Suffolk County Courthouses. The court earmarked $2.3 million of its FY'85 rental payment to the City as partial funding for these capital improvements, which included waterproofing, roof repairs and an

COUNTY COURT FACILITIES
COSTS RELATIVE TO RENTAL REVENUES
1982-1985

GRAPH 1



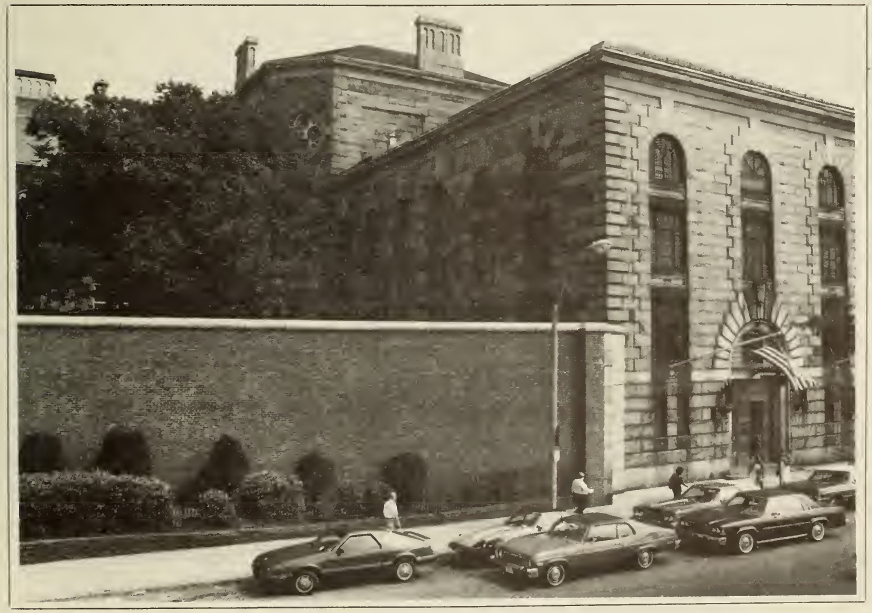
NOTE: OPERATING COSTS INCLUDE BOTH OPERATING BUDGET AND CAPITAL EXPENDITURES.

upgraded electrical distribution system. These improvements are now in various stages of design and construction.

CHARLES STREET JAIL

The Suffolk County Jail, located on Charles Street at the foot of Beacon Hill, was constructed in 1849.

In 1973, the U.S. District Court declared that conditions at the Charles Street Jail were unconstitutional and ordered that the jail be substantially renovated or replaced. In 1978, the Boston City Council authorized the expenditure of up to $15.4 million for the jail's reconstruction. The consent decree signed by all affected parties in 1979 specified the construction of a new, 309-bed jail on the Charles Street



site. Subsequent objections to the cost, location and size of the new jail as agreed upon in the consent decree, however, have delayed construction.

As recently as 1980, the Charles Street Jail's 266 cells were sufficient to house all of Suffolk County's pre-trial detainees. However, by 1982, the number of detainees began to exceed the jail's legal capacity; excess detainees were sent to other county and state facilities. By 1984 even these arrangements had become insufficient and the state Supreme Judicial Court (SJC) interceded in the case. The construction of a new jail on the Charles Street site was again ordered, this time a 17-story, 435-bed facility. Present cost estimates for this new jail are $43 million.

The SJC also ordered that construction of the new jail commence no later than February, 1986. The City's Public Facilities Department is proceeding with the design, in accordance with the court's timetable. As part of the SJC's order, the State Department of Correction has requested an additional $28 million state appropriation for construction at Charles Street; this legislation has been submitted but not yet acted upon. (Separate legislation is pending which would provide for state assumption of all capital and operating costs of county correctional facilities, including jails, across the state.)

DEER ISLAND HOUSE OF CORRECTION

The House of Correction, situated on Deer Island at the edge of Boston Harbor, is a complex of 19 buildings, of which the two principal structures were built in the late 19th century.

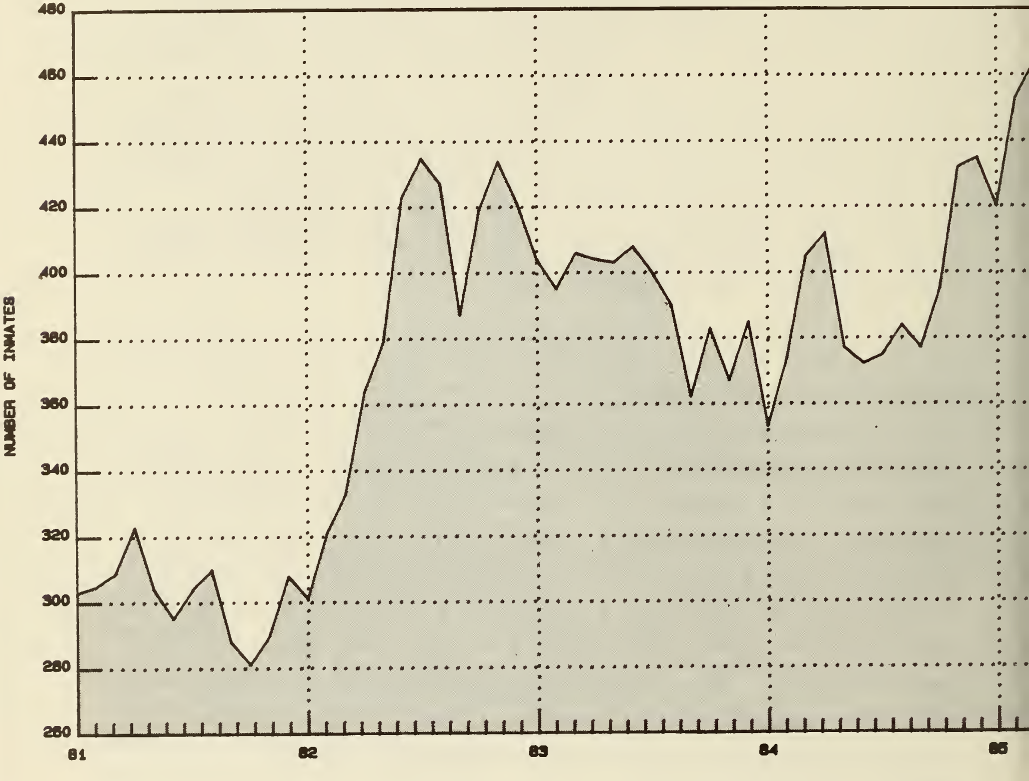
Most of the Deer Island buildings were constructed long before the advent of modern correctional and public health standards. As a result, the Deer Island facility has had an increasingly difficult time meeting current health code requirements. Meanwhile a 50 percent increase in the inmate population between 1981 and 1985 (as shown in Graph 2) has placed further strains on operating systems and support services for the largely young, poor, and unskilled inmate population.

In 1981 the State Superior Court, responding to inmate complaints, ordered the City to undertake extensive capital and operating improvements at Deer Island, including replacement of life safety systems, electrical and plumbing repairs, renovation of the infirmary and security improvements. By July, 1984, the Court found that the City's $2.6 million in expenditures had resulted in substantial progress in meeting its orders; the orders were then modified, outlining the remaining repairs that were required. The City has recently filed an application with the State's County Financial Assistance Program for $3.2 million to complete these remaining capital improvements.

CURRENT CONDITIONS

COURTHOUSES

The most urgent capital needs at the New and Old Suffolk County Courthouses are now being addressed in accordance with the court order previously described. Beyond these immediate improvements, the windows, DEER ISLAND PRISON POPULATION, 1980 - 1985 GRAPH



plumbing, and elevators of the two courthouses are also in need of substantial repair. In addition, the murals and other decorative artwork of the Old Courthouse are in need of restoration.

The seven district courthouses also have a wide range of capital needs including roof repairs, heating and electrical system improvements, as well as interior painting and plastering.

CHARLES STREET JAIL

The existing Charles Street Jail does not have sufficient cell space to house properly all of Suffolk County's pre-trial detainees. In addition, the antiquated facilities of the jail do not meet current correctional standards. In light of these conditions, the State Supreme Judicial Court has determined that a new 435-bed jail must be constructed. The Charles Street site has been chosen by the court as the most expeditious for construction of the new jail.

DEER ISLAND HOUSE OF CORRECTION

There is a wide range of deficiencies in the buildings which compose the Deer Island House of Correction. The most urgent of these capital needs -- security improvements, asbestos removal, roof and masonry, plumbing and electrical repairs, and renovation of the infirmary -- are all included in the City's application to the State's County Financial Assistance Program. Also included is the renovation of the Commissioner's House for use by administrative staff, allowing the present administrative area to be used for educational programs.

In the longer term, the Suffolk County House of Correction will require additional space for cells, recreation and educational programs. A long-range plan for the Deer Island House of Correction is currently under study and will be guided by pending legislative initiatives as well as decisions regarding the new metropolitan waste-water treatment plant. (Deer Island has tentatively been chosen as the site of this new plant.)

PROPOSED CAPITAL ACTION

As previously mentioned, the legislature is presently considering a number of separate bills which would transfer ownership of all county court facilities to the State, create a capital grant program for the county courts, provide $28 million for the Charles Street Jail reconstruction, and/or transfer responsibility for the full costs of all county correctional institutions to the Commonwealth. While the state legislature considers these proposals, the City will proceed with court-ordered and other urgent capital improvements at Suffolk County's courts and correctional facilities.

COURTHOUSES

- Complete all court-ordered capital improvements to the New and Old Suffolk County Courthouses, including waterproofing, roof repairs and an upgraded electrical distribution system.
- Allocate up to $1.4 million for urgent capital improvements to the seven district courthouses, to be supplemented wherever possible by state grants.

CHARLES STREET JAIL

- Complete the design and engineering for a new 435 bed jail by the end of 1985.
- Begin construction of the new jail in spring 1986, contingent upon additional legislative authorization.

DEER ISLAND HOUSE OF CORRECTION

- Complete outstanding court-ordered capital projects, including security and public safety improvements as well as renovations to the living and working areas for inmates and staff.

- Continue to assess the medium-term capital needs at Deer Island, taking into account legislative decisions and the timing for possible relocation of the facility.

CAPITAL EXPENDITURES - EXECUTIVE SUMMARY BY DEPARTMENT
(in $000's)

		CITY CAPITAL EXPENDITURES							
	DEPARTMENT	1986	1987	1988	1989	1990	TOTAL CITY CAP. EXPEND.	OTHER FUNDING	TOTAL DEPT. CAP. EXPEND.
1.	Police Dept.	3,805	10,340	6,000	500	625	21,270	-0-	21,270
2.	Fire Dept.	2,188	2,042	2,760	840	875	8,705	-0-	8,705
3.	Health & Hosp.	8,093	8,840	8,079	2,640	2,750	30,402	187,860	218,262
4.	Public Ways	17,692	19,788	18,862	18,120	18,563	93,025	31,105	124,130
5.	Parks, Cem, & Rec.	9,418	9,833	8,137	4,880	5,076	37,344	4,659	42,003
6.	Library Dept.	3,157	9,086	4,136	3,722	2,320	22,421	5,600	28,021
7.	School Dept.	5,527	13,938	16,242	12,000	10,200	57,907	*	57,907
8.	Municipal Bldgs.	3,090	4,078	2,841	1,320	950	12,279	8,570	20,849
9.	BRA	8,146	11,266	8,255	3,180	2,500	33,347	21,066	54,413
10.	EDIC	2,415	1,927	-0-	-0-	-0-	4,342	1,221	5,563
11.	County Cts. & Cor.	6,022	3,000	3,000	2,500	2,500	17,022	33,490	50,512
	TOTAL	69,553	94,138	78,312	49,702	46,359	338,064	293,571	631,635

* The City will apply for 90% reimburesement from the State for each of the school projects in this plan.

CAPITAL EXPENDITURES -- DEPARTMENTAL DETAIL

CAPITAL EXPENDITURES - POLICE DEPARTMENT
(in $000's)

		CITY CAPITAL EXPENDITURES							
	PROJECT	1986	1987	1988	1989	1990	TOTAL CITY CAP. EXPEND.	OTHER FUNDING	TOTAL PROJECT COST
1.	HQ repairs	400	-0-	-0-	-0-	-0-	400	-0-	400
2.	Station A	-0-	190	-0-	-0-	-0-	190	-0-	190
3.	Station B	-0-	170	-0-	-0-	-0-	170	-0-	170
4.	Station C	-0-	350	-0-	-0-	-0-	350	-0-	350
5.	Station D	-0-	430	-0-	-0-	-0-	430	-0-	430
6.	Station 14	250	-0-	-0-	-0-	-0-	250	-0-	250
7.	Station 7	470	-0-	-0-	-0-	-0-	470	-0-	470
8.	Station 5	-0-	100	700	-0-	-0-	800	-0-	800
9.	H'cpped Access	195	-0-	-0-	-0-	-0-	195	-0-	195
10.	Juvenile Facility	410	-0-	-0-	-0-	-0-	410	-0-	410

POLICE DEPARTMENT

PROJECT DESCRIPTIONS

1. Headquarters, CBD - Project currently underway includes roof repairs, soundproofing, and handicapped access improvements. Estimated completion date Fall, 1985.

2. Station A., CBD - Rehabilitation of cell blocks, masonry repairs, and general interior improvements. Estimated completion date Spring, 1987.

3. Station B., Roxbury - Rehabilitation of the cell block area, improvements to the heating system, and general interior improvements. Estimated completion date Spring, 1987.

4. Station C., Dorchester - Roof repair or replacement, cell block rehabilitation, and HVAC system repair. Estimated completion date Spring, 1987.

5. District D., CBD - Roof repair or replacement, cell block rehabilitation, and boiler repairs. Estimated completion date Spring, 1987.

6. Station 14, Brighton - Project will complete the upgrading of this facility to a full service police station. Work includes handicapped access and interior renovations. Estimated completion date Spring, 1986

7. Station 7, East Boston - The upgrading of the existing facility to a full service police station. Estimated completion date Spring, 1986

8. Station 5, Hyde Park - The upgrading of the existing facility to a full service station, including cell block improvements, roof replacement, and internal renovations. Completion of the project in Fall, 1987.

9. Handicapped Access - Handicapped access improvements at District Stations A, B, and C. Estimated completion date Fall, 1985.

10. Juvenile Facility - The renovation of one area of the Dist. A, CBD station for use as a juvenile holding facility. Estimated completion date Winter, 1986.

CAPITAL EXPENDITURES - POLICE DEPARTMENT (CONTINUED)
(in $000's)

	CITY CAPITAL EXPENDITURES							
PROJECT	1986	1987	1988	1989	1990	TOTAL CITY CAP. EXPEND.	OTHER FUNDING	TOTAL PROJECT COST
11. Crime Lab	80	700	-0-	-0-	-0-	780	-0-	780
12. Enhanced 9-1-1	-0-	2,500	-0-	-0-	-0-	2,500	-0-	2,500
13. CAD Sysyem	-0-	2,000	1,000	-0-	-0-	3,000	-0-	3,000
14. Mattapan Station	600	1,800	-0-	-0-	-0-	2,400	-0-	2,400
15. J.P. Station	600	1,500	500	-0-	-0-	2,600	-0-	2,600
16. S. Bos. Station	400	300	1,900	-0-	-0-	2,600	-0-	2,600
17. Charlestown Sta.	400	300	1,900	-0-	-0-	2,600	-0-	2,600
18. Other repairs	-0-	-0-	-0-	500	625	1,125	-0-	1,125
TOTAL	3,805	10,340	6,000	500	625	21,270	-0-	21,270

11. **Crime Lab, South Boston** - Renovation of the existing building for use as the BPD's detective and crime lab facility. Completion of the project in Spring, 1987.

12. **Enhanced 9-1-1** - Purchase and installation of an emergency telephone system that automatically identifies the address of the caller. Estimated acquisition date Fall, 1986.

13. **CAD System** - Purchase and installation of an integrated emergency dispatch system involving Police, Fire, and EMS. Estimated acquisition date Fall, 1986.

14. **New Mattapan Station** - Construction of a new full service police station in the Blue Hill Avenue section of Mattapan. Estimated completion date Summer, 1987.

15. **New Jamaica Plain Station** - Construction of a new full service police station in Jamaica Plain. Estimated completion date Summer, 1987.

16. **New South Boston Station** - Construction of a new full service police station in South Boston. Estimated completion date Fall, 1987.

17. **New Charlestown Station** - Construction of a new full service police station in Charlestown. Estimated completion date Fall, 1987.

18. **Other Police Repairs** - Renovations and repairs at various Police Dept. facilities during fiscal years 1989 and 1990.

CAPITAL EXPENDITURES - FIRE DEPARTMENT
(in $000's)

		CITY CAPITAL EXPENDITURES							
	PROJECT	1986	1987	1988	1989	1990	TOTAL CITY CAP. EXPEND.	OTHER FUNDING	TOTAL PROJECT COST
1.	Eng. Co. 2	-0-	115	-0-	-0-	-0-	115	-0-	115
2.	Eng. Co. 3	80	-0-	-0-	-0-	-0-	80	-0-	80
3.	Eng. Co. 4	-0-	-0-	115	-0-	-0-	115	-0-	115
4.	Eng. Co. 5	125	-0-	-0-	-0-	-0-	125	-0-	125
5.	Eng. Co. 7	-0-	-0-	58	-0-	-0-	58	-0-	58
6.	Eng. Co. 8	-0-	115	29	-0-	-0-	144	-0-	144
7.	Eng. Co. 9	-0-	-0-	58	-0-	-0-	58	-0-	58
8.	Eng. Co. 10	-0-	115	-0-	-0-	-0-	115	-0-	115
9.	Eng. Co. 14	-0-	-0-	58	-0-	-0-	58	-0-	58
10.	Eng. Co. 16	86	-0-	-0-	-0-	-0-	86	-0-	86
11.	Eng. Co. 17	50	-0-	-0-	-0-	-0-	50	-0-	50

FIRE DEPARTMENT

PROJECT DESCRIPTIONS

1. Eng. 2, So. Boston - Roof replacement, plumbing improvements, and replacement of the doors and windows for energy efficiency. Completion of the project in Spring, 1987.

2. Eng. 3, South End - Critical roof and masonry repairs to prevent seepage. Estimated completion date Fall, 1985.

3. Eng. 4, CBD - Window replacement and interior renovations, including kitchen improvements. Completion of the project in Fall, 1987.

4. Eng. 5, East Boston - Project currently underway includes roof replacement, and masonry repairs. Estimated completion date Fall, 1985.

5. Eng. 7, South End - Window replacement for energy efficiency and interior improvements. Estimated completion date Spring, 1988.

6. Eng. 8, North End - Roof repair or replacement and floor and boiler repairs. Estimated completion date Summer, 1987.

7. Eng. 9, East Boston - Interior repairs and renovations and exterior site improvements. Estimated completion date Fall, 1987.

8. Eng. 10, CBD - Roof repair or replacement, heating system repairs, and replacement of windows and flooring. Completion of the project in Fall, 1986.

9. Eng. 14, Roxbury - General interior repairs and site improvements. Estimated completion date Fall, 1987.

10. Eng. 16, Dorchester - Heating repairs and window replacement to improve energy efficiency. Estimated project completion in Spring, 1986.

11. Eng. 17, Dorchester - Project currently underway includes roof replacement and general interior improvements. Estimated completion date Fall, 1985.

CAPITAL EXPENDITURES - FIRE DEPARTMENT (CONTINUED)
(in $000's)

PROJECT	CITY CAPITAL EXPENDITURES 1986	1987	1988	1989	1990	TOTAL CITY CAP. EXPEND.	OTHER FUNDING	TOTAL PROJECT COST
12. Eng. Co. 18	130	-0-	-0-	-0-	-0-	130	-0-	130
13. Eng. Co. 20	-0-	-0-	86	-0-	-0-	86	-0-	86
14. Eng. Co. 21	-0-	-0-	115	-0-	-0-	115	-0-	115
15. Eng. Co. 22	100	23	-0-	-0-	-0-	123	-0-	123
16. Eng. Co. 24	-0-	58	-0-	-0-	-0-	58	-0-	58
17. Eng. Co. 29	100	-0-	-0-	-0-	-0-	100	-0-	100
18. Eng. Co. 30	-0-	-0-	115	-0-	-0-	115	-0-	115
19. Eng. Co. 32	-0-	-0-	58	-0-	-0-	58	-0-	58
20. Eng. Co. 33	-0-	-0-	86	-0-	-0-	86	-0-	86
21. Eng. Co. 37	40	-0-	-0-	-0-	-0-	40	-0-	40
22. Eng. Co. 39	-0-	-0-	58	-0-	-0-	58	-0-	58
23. Eng. Co. 41	-0-	-0-	58	-0-	-0-	58	-0-	58

12. Eng. 18, Dorchester - Roof and masonry repairs to prevent water seepage, and improvements to heating and plumbing. Estimated completion date Spring, 1986.

13. Eng. 20, Dorchester - Window replacement for energy efficiency, general interior renovations, and site improvements. Completion of the project in Spring, 1988.

14. Eng. 21, Dorchester - Roof replacement or repair and window replacement to improve energy efficiency. Completion of project funding in Fall, 1987.

15. Eng. 22, South End - Project currently underway includes roof and masonry repairs to prevent leaks. Completion of project in Fall, 1986.

16. Eng. 24, Roxbury - Roof repairs and kitchen and plumbing improvements. Estimated completion date Fall, 1986.

17. Eng. 29, Brighton - Roof and masonry repairs to prevent water damage. Completion of the project in Fall, 1985.

18. Eng. 30, West Roxbury - Masonry repairs, floor replacement, and kitchen improvements. Estimated completion date Spring, 1988.

19. Eng. 32, Charlestown - Interior renovations and repairs and window replacement. Estimated completion date Fall, 1987.

20. Eng. 33, Back Bay - General interior improvements, including ceiling repairs and floor replacement. Estimated completion date Fall, 1987.

21. Eng. 37, Fenway - Project currently underway includes roof repairs and repairs to walls, ceilings, and floors damaged by water. Estimated completion date Fall, 1985.

22. Eng 39, South Boston - Interior renovations and repairs and exterior site improvements. Estimated completion date Fall, 1987.

23. Eng. 41, Brighton - General interior repairs and site improvements. Completion of the project in Fall, 1987.

CAPITAL EXPENDITURES - FIRE DEPARTMENT (CONTINUED)
(in $000's)

		CITY CAPITAL EXPENDITURES							
	PROJECT	1986	1987	1988	1989	1990	TOTAL CITY CAP. EXPEND.	OTHER FUNDING	TOTAL PROJECT COST
24.	Eng. Co. 42	-0-	-0-	86	-0-	-0-	86	-0-	86
25.	Eng. Co. 48	-0-	115	-0-	-0-	-0-	115	-0-	115
26.	Eng. Co. 49	-0-	-0-	101	-0-	-0-	101	-0-	101
27.	Eng. Co. 50	-0-	86	-0-	-0-	-0-	86	-0-	86
28.	Eng. Co. 51	-0-	115	-0-	-0-	-0-	115	-0-	115
29.	Eng. Co. 53	-0-	-0-	115	-0-	-0-	115	-0-	115
30.	Eng. Co. 54	-0-	-0-	86	-0-	-0-	86	-0-	86
31.	Eng. Co. 55	-0-	-0-	91	-0-	-0-	91	-0-	91
32.	Eng. Co. 56	-0-	-0-	115	-0-	-0-	115	-0-	115
33.	Marine Unit	-0-	-0-	58	-0-	-0-	58	-0-	58
34.	Safety Unit	-0-	-0-	58	-0-	-0-	58	-0-	58
35.	Arson Squad	-0-	115	-0-	-0-	-0-	115	-0-	115

24. Eng. 42, Roxbury - Window replacement, interior renovations, and site improvements. Estimated completion date Spring, 1988.

25. Eng. 48, Hyde Park - Door and window improvements and interior repairs. Completion of the project in Fall, 1986.

26. Eng. 49, Hyde Park - Window replacement, kitchen improvements, and interior renovations. Estimated completion date Spring, 1988

27. Eng. 50, Charlestown - Roof repair or replacement and plumbing repairs. Estimated completion date Fall, 1986.

28. Eng. 51, Brighton - Roof repair or replacement, floor repairs, and new windows and doors. Completion of the project in Fall, 1986.

29. Eng. 53, Roslindale - Heating repairs, window replacement, and interior improvements. Estimated completion date Spring, 1988.

30. Eng. 54, Long Island - Heating repairs and window replacement to improve energy efficiency. Completion of the project in Fall, 1987.

31. Eng. 55, West Roxbury - Masonry repairs and electrical improvements. Estimated completion date Spring, 1988.

32. Eng. 56, East Boston - Window replacement and electrical, plumbing, and kitchen improvements. Estimated completion date Spring, 1988.

33. Marine Unit, North End - Plumbing repairs and exterior site improvements. Completion of the project in Fall, 1987.

34. Safety Division, Beacon Hill - Interior renovations and repairs and site improvements. Estimated completion date Fall, 1987.

35. Arson Squad, Roxbury - Replacement or repair of the roof, waterproofing, and window replacement. Completion of the project in Fall, 1986.

CAPITAL EXPENDITURES - FIRE DEPARTMENT (CONTINUED)
(in $000's)

	PROJECT	CITY CAPITAL EXPENDITURES 1986	1987	1988	1989	1990	TOTAL CITY CAP. EXPEND.	OTHER FUNDING	TOTAL PROJECT COST
36.	Alarm Bldg.	90	-0-	-0-	-0-	-0-	90	-0-	90
37.	Maint. bldg.	-0-	-0-	86	-0-	-0-	86	-0-	86
38.	Headquarters	-0-	115	-0-	-0-	-0-	115	-0-	115
39.	Ladder trucks	794	794	794	552	575	3,509	-0-	3,509
40.	Pumper trucks	414	276	276	288	300	1,554	-0-	1,554
41.	Rescue truck	179	-0-	-0-	-0-	-0-	179	-0-	179
	TOTAL	2,188	2,042	2,760	840	875	8,705	-0-	8,705

36. **Alarm Building, Roxbury** - Project currently underway includes roof and masonry repairs to eliminate water seepage. Estimated completion date Fall, 1985.

37. **Maintenance Facility, Roxbury** - Window replacement and interior improvements. Estimated completion date Spring, 1988.

38. **Headquarters, Roxbury** - Window replacement for energy efficiency and improved lighting and plumbing. Completion of the project in Fall, 1986.

39. **Fire Equipment/ Ladder Trucks** - Purchase of 13 new ladder trucks over five years in order to replace aging equipment. Estimated acquisition dates Spring, 1986, 1987, 1988, 1989, 1990.

40. **Fire Equipment/Pumper Trucks** - Purchase of 11 new pumper trucks over five years in order to replace aging equipment. Estimated acquisition dates Spring, 1986, 1987, 1988, 1989, 1990.

41. **Fire Equipment/Rescue Truck** - Purchase of one new heavy duty rescue truck to replace the one in operation, which has reached the end of its useful life. Estimated acquisition date Spring, 1986.

CAPITAL EXPENDITURES - HEALTH AND HOSPITALS
(in $000's)

		CITY CAPITAL EXPENDITURES							
	PROJECT	1986	1987	1988	1989	1990	TOTAL CITY CAP. EXPEND.	OTHER FUNDING	TOTAL PROJECT COST
1.	New Bldg, BCH	-0-	-0-	-0-	-0-	-0-	-0-	183,000	183,000
2.	ACC Renov.	355	600	-0-	-0-	-0-	955	-0-	955
3.	So. Block Reprs.	125	-0-	-0-	-0-	-0-	125	-0-	125
4.	Life Safety Renov.	1,615	-0-	-0-	-0-	-0-	1,615	-0-	1,615
5.	Dowl. Ren. Ph. IV	671	1,981	2,329	-0-	-0-	4,981	3,500	8,481
6.	A/C for O.R.'s	495	-0-	-0-	-0-	-0-	495	-0-	495
7.	Mat. Bldg. Repairs	60	458	-0-	-0-	-0-	518	-0-	518
8.	Roof+Masonry BCH	115	115	-0-	-0-	-0-	230	-0-	230
9.	Roof+Masonry Matt.	350	-0-	-0-	-0-	-0-	350	-0-	350
10.	Foley Bldg. Ren.	371	1,515	1,495	-0-	-0-	3,381	-0-	3,381
11.	Boiler Replacement	250	-0-	-0-	-0-	-0-	250	-0-	250

HEALTH AND HOSPITALS

PROJECT DESCRIPTIONS

1. New Inpatient Building, BCH - So. End - Construction of new 350-bed inpatient facility, financed by federally-insured revenue bonds issued by the Health and Hospitals Department. Completion expected Summer, 1992.

2. Ambulatory Care Center Renovation, BCH - South End - Renovation of 5th floor of ACC building to permit relocation of oral surgery and pediatrics outpatient clinics. Project completion expected in Fall, 1986.

3. South Block Renovations, BCH - South End - New flashing and waterproofing for plaza area of South Block. Project completion expected late Fall, 1985.

4. Lifesafety Renovations, BCH - South End - Upgrade Smoke detectors, fire alarms, and sprinkler systems in maternity, medical, pediatrics, and South Block apartment buildings. Completion expected in Winter, 1985.

5. Dowling Building Renovations Phase IV, BCH - South End - Renovations to relocate Sterile Supply unit and Pediatrics, Emergency, and X-Ray Services. Completion expected Fall, 1987.

6. HVAC for Operating Rooms, BCH - South End - Replacement of faulty air conditioning units in Dowling Building operating rooms. Project completion Spring, 1986.

7. Improvements to Maternity Building, BCH - South End - Replacement of heating/A/C units, window replacement, removal of porches, renovation of delivery suite. Project completion expected Fall, 1986

8. Roof Replacement, BCH - South End - Replacement of roofs on Finland and Warehouse buildings to prevent interior water damage. Project completion Summer 1987.

9. Roof and Masonry Work - Mattapan - Pointing of Foley building and replace roofs of laundry, administrative, kitchen/cafeteria, and adult day care buildings. Completion Fall, 1985.

10. Patient Floor Renovations - Mattapan - New bathrooms, electrical system improvements, and installation of central oxygen apparatus on all patient floors. Completion of one wing in Spring, 1986 and second wing in Spring, 1987.

11. Boiler Replacement - Mattapan - Installation of new boiler and removal of old oil tanks to

CAPITAL EXPENDITURES - HEALTH AND HOSPITALS (CONTINUED)
(in $000's)

	CITY CAPITAL EXPENDITURES							
PROJECT	1986	1987	1988	1989	1990	TOTAL CITY CAP. EXPEND.	OTHER FUNDING	TOTAL PROJECT COST
12. Adm.+Nichols Bldg	532	-0-	-0-	-0-	-0-	532	-0-	532
13. Heat+Sewage Plants	495	151	-0-	-0-	-0-	646	-0-	646
14. Long Isl. Bridge	247	1,165	1,150	-0-	-0-	2,562	-0-	2,562
15. Add'l Repairs L.I.	309	291	575	600	625	2,400	-0-	2,400
16. Medical Equipment	2,103	1,981	1,955	2,040	2,125	10,204	-0-	10,204
17. Ambulance Garages	-0-	583	575	-0-	-0-	1,158	-0-	1,158
18. So. Bos. Hlth Ctr.	-0-	-0-	-0-	-0-	-0-	-0-	160	160
19. No. End Hlth Ctr.	-0-	-0-	-0-	-0-	-0-	-0-	100	100
20. Whit. St. Hlth Ctr	-0-	-0-	-0-	-0-	-0-	-0-	500	500
21. Harv. St. Hlth Ctr	-0-	-0-	-0-	-0-	-0-	-0-	250	250
22. Uph. Cor. Hlth Ctr	-0-	-0-	-0-	-0-	-0-	-0-	350	350
TOTAL	8,093	8,840	8,079	2,640	2,750	30,402	187,860	218,262

12. Roofing and Masonry - Long Island - Masonry repairs, roof replacement, and interior renovations to Administration, Nichols buildings, and four patient wards. Completion expected in Summer, 1986.

13. Heat and Sewage Plants- Long Island - Replace roof, repair walls and smokestack in powerplant, and replace sewage plant grinder. Completion expected Summer 1986

14. Bridge Deck Replacement - Long Island - Replacement of entire bridge deck to permit continued safe passage to and from Long Island. Completion expected in Fall, 1987.

15. Additional Renovations - Long Island - Multi-year program of additional renovations and improvements to patient areas, power and sewage plants, oil tanks, and emergency shelter (Tobin Bldg.).

16. Equipment - BCH (South End), Mattapan and Long Island - Medical and administrative equipment for all departments of BCH, Mattapan, and Long Island.

17. Ambulance Garages - Citywide - Construction of 10-15 ambulance garages if space cannot be found in existing buildings.

18. South Boston Health Center - South Boston - Renovations to existing and additional space to allow expansion of services. Completion expected in Summer, 1986.

19. North End Health Center - North End - Replace roof to prevent further deterioration of building interior. Completion expected Spring, 1986.

20. Harvard St. Health Center - Replace roof and elevator to permit expansion of adolescent and elderly services.

21. Whittier St. Health Center - Roxbury - Replacement of roof and boiler and renovation of upper floors. Completion expected Spring, 1986.

22. Uphams Corner Health Center - Dorchester - Moderate renovation of the health center facility at Columbia Road Muni. Bldg. Project completion expected in Summer, 1986.

CAPITAL EXPENDITURES - PUBLIC WAYS
(in $000's)

	PROJECT	CITY CAPITAL EXPENDITURES 1986	1987	1988	1989	1990	TOTAL CITY CAP. EXPEND.	OTHER FUNDING	TOTAL PROJECT COST
1.	Bridge Reconst.	2,425	1,351	863	900	625	6,164	9,125	15,289
2.	Roadway Reconst.	7,400	10,350	10,350	10,800	11,250	50,150	11,980	62,130
3.	Major Roadways	575	863	863	900	938	4,139	10,000	14,139
4.	Sidewalk Reconst.	1,898	1,955	1,955	2,040	2,125	9,973	-0-	9,973
5.	Road Resurfacing	345	345	345	360	375	1,770	-0-	1,770
6.	Street Lighting	2,728	2,760	2,760	2,880	3,000	14,128	-0-	14,128
7.	S'walks in NBD's	395	334	-0-	-0-	-0-	729	-0-	729
8.	Resurfac. in NBD's	223	81	-0-	-0-	-0-	304	-0-	304
9.	Lighting in NBD's	700	1,288	-0-	-0-	-0-	1,988	-0-	1,988
10.	Maint. Fac.	-0-	173	1,438	-0-	-0-	1,611	-0-	1,611
11.	Cent. Maint. Fac.	449	-0-	-0-	-0-	-0-	449	-0-	449
12.	Traffic Signals	554	288	288	240	250	1,620	-0-	1,620
	TOTAL	17,692	19,788	18,862	18,120	18,563	93,025	31,105	124,130

PUBLIC WAYS

PROJECT DESCRIPTIONS

1. Bridge Repair & Reconstruction - Citywide - Five-year program to rehabilitate or reconstruct 22 City bridges.

2. Roadway Reconstruction - Citywide - Five-year program to reconstruct 100 miles of roadways and sidewalks, including underground lighting conduits where appropriate.

3. Roadway Design and Engineering - Citywide - Perform design and engineering for reconstruction of several major roadways annually to qualify for state and federal reconstruction grants.

4. Sidewalk Reconstruction - Citywide - Five-year program to reconstruct 20-25 additional miles of sidewalks.

5. Roadway Resurfacing - Citywide - Five-year program to resurface 25 miles of streets.

6. Street Lighting - Citywide - Five-year program to purchase and install 8,000 poles and street lights on bases installed as part of street reconstruction program.

7-9. Business District Improvements - Various - Coordinated program of street and sidewalk repairs, new lighting, tree planting and benches in Dorchester Ave., Tremont Street, Centre Street, and Cleary Square business districts. Project completion Fall 1986.

10. Maintenance Facility - East Boston - Construction of permanent facility to house street repair and trash and snow removal functions. Project completion, Summer, 1987

11. Central Maintenance Facility - Repair of corroded parking decks of central maintenance facility. Completion expected Spring 1986.

12. Signal Installation - Various - Program to install traffic signals at 36 intersections over five years.

CAPITAL EXPENDITURES - PARKS, CEMETERIES, RECREATIONAL FACILITIES
(in $000's)

		CITY CAPITAL EXPENDITURES							
	PROJECT	1986	1987	1988	1989	1990	TOTAL CITY CAP. EXPEND.	OTHER FUNDING	TOTAL PROJECT COST
1.	Tree Planting	345	345	345	360	375	1,770	-0-	1,770
2.	Trees in NBD's	173	265	-0-	-0-	-0-	438	190	628
3.	Carter Plgd.	315	-0-	-0-	-0-	-0-	315	315	630
4.	Lee/M St. Plgd.	236	-0-	-0-	-0-	-0-	236	205	441
5.	E. Bos. Stadium	236	-0-	-0-	-0-	-0-	236	-0-	236
6.	Hemenway Plgd.	345	-0-	-0-	-0-	-0-	345	-0-	345
7.	Doherty Plgd.	184	-0-	-0-	-0-	-0-	184	-0-	184
8.	Franklin Fd. Ph.II	575	-0-	-0-	-0-	-0-	575	-0-	575
9.	Healy Plgd.	104	-0-	-0-	-0-	-0-	104	104	208
10.	Ross Plgd.	406	-0-	-0-	-0-	-0-	406	-0-	406

PARKS, CEMETERIES, RECREATIONAL FACILITIES

PROJECT DESCRIPTIONS

1. Tree Planting - Citywide - Five-year program to plant approximately 2,500 trees on residential streets throughout the City.

2. Trees in Neighborhood Business Districts - Tree planting program in Tremont St., Centre St., Cleary Sq., and Dorchester Ave. business districts. Completion expected Fall, 1986.

3. Carter Playground - So. End - Renovate tot lot. playing fields, game courts, and lighting. Completion expected Spring 1986.

4. Lee/M St. Playground - So. Boston -Upgrade tot lot, playing fields, parking area, ball courts, walls, and stairs at M Street Plgd. Completion expected Summer, 1986

5. East Boston Stadium - Phase II of renovations to playing fields and athletic facilities. Completion expected Summer, 1986.

6. Hemenway Playground - Dorchester - Rehabilitation of tot lot, playing fields, ballcourts, benches, and walkways. Completion expected Summer 1986.

7. Doherty Playground - Charlestown - Refurbish tot lot and basketball courts, rebuild walls and fencing, and repair back slope. Estimated project completion Summer, 1986.

8. Franklin Field - Dorchester - Phase II of Frank. Fd. renovation, including upgrading of playing fields, ball courts, benches, bleachers, walls, and walkways. Estimated project completion Summer, 1986.

9. Healy Playground - Roslindale - Renovation of playing fields, bleachers, and fencing, as well as tree planting, in conjunction with pool renovation. Matching state grant will be sought. Estimated project completion Fall, 1986.

10. Ross Playground - Hyde Park - Renovations to tot lot, fields, courts, fencing, and parking plus tree planting. Estimated project completion Summer, 1986.

CAPITAL EXPENDITURES - PARKS, CEMETERIES, RECREATIONAL FACILITIES (CONTINUED)
(in $000's)

PROJECT	CITY CAPITAL EXPENDITURES 1986	1987	1988	1989	1990	TOTAL CITY CAP. EXPEND.	OTHER FUNDING	TOTAL PROJECT COST
11. Billings Fd.	216	-0-	-0-	-0-	-0-	216	-0-	216
12. Jefferson Plgd.	175	-0-	-0-	-0-	-0-	175	-0-	175
13. Smith Plgd.	317	-0-	-0-	-0-	-0-	317	-0-	317
14. Other Lrg. Pks.	295	2,063	2,063	1,800	1,875	8,096	1,000	9,096
15. Columbia Pt. Plgd.	575	575	575	-0-	-0-	1,725	1,440	3,165
16. Fr.Pk. Golf Course	0	75	-0-	-0-	-0-	75	675	750
17. Hannon Plgd.	173	-0-	-0-	-0-	-0-	173	-0-	173
18. Eight Streets Pk.	81	-0-	-0-	-0-	-0-	81	-0-	81
19. Crawford St.Plgd.	115	-0-	-0-	-0-	-0-	115	-0-	115
20. Erie Elling.Plgd.	58	-0-	-0-	-0-	-0-	58	-0-	58
21. Barry Plgd.	94	-0-	-0-	-0-	-0-	94	-0-	94
22. Cutillo Plgd.	69	-0-	-0-	-0-	-0-	69	-0-	69
23. Byrne Plgd.	29	-0-	-0-	-0-	-0-	29	-0-	29
24. Flaherty Plgd.	81	-0-	-0-	-0-	-0-	81	-0-	81
25. McClean Plgd.	127	-0-	-0-	-0-	-0-	127	-0-	127
26. Other Small Plgds.	58	518	575	600	625	2,376	-0-	2,376

11. **Billings Field** - Reconstruction of courts, fields, and fencing, plus tree planting. Estimated project completion Summer, 1986.

12. **Jefferson Playground - Jamaica Plain** - Upgrade playing fields, courts, tot lot, benches, and fencing. Estimated project completion Summer, 1986.

13. **J.M. Smith Playground - Allston** - Renovation of tot lots, playing fields, courts, walls, and fencing . Estimated project completion Summer, 1986.

14. **Other Large Parks and Playgrounds - Citywide** - Renovation and rehabilitation of 10-12 other large parks and playgrounds annually, FY 1987-1990

15. **Columbia Point Playground** - Construction of new active recreation area on Columbia Point. Completion expected Fall, 1987.

16. **Franklin Park Golf Course** - Renovation of all 18 holes, including drainage and landscaping. Application for 90% state funding will be submitted. Completion expected Fall 1986.

17-25 **Hannon, Eight Streets, Crawford St., Erie Ellington, Barry, Cutillo, Byrne, Flaherty and McClean Playgrounds** - Improvements to the facilities and grounds of these small parks and playgrounds. Project completions in Spring/Summer, 1986.

26 **Additional Small Parks and Playgrounds - Citywide** - Renovation and rehabilitation of 8-10 other small parks and playgrounds annually FY 1987-1990.

CAPITAL EXPENDITURES - PARKS, CEMETERIES, RECREATIONAL FACILITIES (CONTINUED)
(in $000's)

		CITY CAPITAL EXPENDITURES							
	PROJECT	1986	1987	1988	1989	1990	TOTAL CITY CAP. EXPEND.	OTHER FUNDING	TOTAL PROJECT COST
27	Park Main. Equip.	200	200	200	200	200	1,000	-0-	1,000
28.	Cemetery Grounds	575	575	575	600	625	2,950	-0-	2,950
29.	Cemetery Bldg's.	230	230	230	240	250	1,180	-0-	1,180
30.	Cloherty Pool	460	920	-0-	-0-	-0-	1,380	-0-	1,380
31.	Mirabella Pool	173	201	-0-	-0-	-0-	374	-0-	374
32.	Mason Pool	230	-0-	-0-	-0-	-0-	230	-0-	230
33.	Paris St. Pool	-0-	230	-0-	-0-	-0-	230	-0-	230
34.	Healy Pool	50	200	-0-	-0-	-0-	250	250	500
35.	Paris St. Gym	288	575	288	-0-	-0-	1,151	-0-	1,151
36.	Nazzaro Rec. Ctr.	242	-0-	-0-	-0-	-0-	242	-0-	242
37.	Curley Rec. Ctr.	500	2,250	2,250	-0-	-0-	5,000	-0-	5,000
38.	Shelbourne R. Ctr.	93	-0-	-0-	-0-	-0-	93	-0-	93
39.	Mis. Hill R. Ctr	275	-0-	-0-	-0-	-0-	275	-0-	275
40.	Other Rec Facil's.	-0-	-0-	863	900	938	2,701	-0-	2,701

27. Park Maintenance Equipment - Five-year program to replace and expand stock of park maintenance equipment.

28. Cemeteries - Citywide - Five-year program to rehabilitate walks, walls, and gates plus new burial plot development at active cemeteries, also restoration of collapsed crypts and other emergency work at historic cemeteries.

29 Cemetery Buildings - Various - Five-year program to renovate buildings at active cemeteries.

30. Cloherty Pool - Charlestown - Complete renovation of building and pool facilities. Estimated project completion Fall, 1986.

31. Mirabella Pool - North End - Moderate renovation of pool and locker room areas. Estimated project completion Summer, 1986.

32. Mason Pool - Dorchester - Renovation of pool filtration system and locker room areas. Estimated project completion date Spring, 1986.

33 Paris Street Pool - East Boston - Complete renovation of pool and locker areas in conjunction with renovation of Paris St. Gym and Playground. Completion expected Spring, 1987.

34 Healy Pool - Roslindale - Complete renovation of pool, roof, filter systems, and locker areas in conjunction with renovation of Healy Field. Completion expected Spring, 1987.

35. Paris St. Gym - East Boston - Complete renovation of interior and exterior of building to permit expanded services. Estimated project completion Summer, 1987.

36. Nazzaro Center Recreation Bldg. - North End - Interior renovations, roof repairs, and window replacement. Estimated project completion Spring, 1986.

37. Curley Center (L St.) Recreation Bldg. - So. Boston - Substantial renovation of operating section and complete restoration of "annex". Estimated project completion Fall, 1987.

38. Mission Hill Recreation Center - Roxbury - Replacement of heating unit and gym floor and renovation of function rooms. Completion expected Spring, 1986

39. Shelbourne Recreation Center - Roxbury - Heating system and floor repairs, door replacement, and exterior improvements. Estimated completion Spring, 1986.

40. Other Recreation Facilities - Various - Additional renovations to pools and recreation buildings.

CAPITAL EXPENDITURES - PARKS, CEMETERIES, RECREATIONAL FACILITIES (CONTINUED)
(in $000's)

	CITY CAPITAL EXPENDITURES							
PROJECT	1986	1987	1988	1989	1990	TOTAL CITY CAP. EXPEND.	OTHER FUNDING	TOTAL PROJECT COST
41. Stadium Seating	35	253	-0-	-0-	-0-	288	-0-	288
42. Lee Plgd. Fd. Hse.	80	70	-0-	-0-	-0-	150	480	630
43. Stadium Fd. Houses	86	115	-0-	-0-	-0-	201	-0-	201
44. Townfd. Fd. House	58	-0-	-0-	-0-	-0-	58	-0-	58
45. Other Field Houses	-0-	173	173	180	188	714	-0-	714
46. Operat. Grnhouses	173	-0-	-0-	-0-	-0-	173	-0-	173
47. Parks Maint. Facil.	288	-0-	-0-	-0-	-0-	288	-0-	288
TOTAL	9,418	9,833	8,137	4,880	5,076	37,344	4,659	42,003

41. Stadium Seating, Columbus and East Boston Stadiums - Replace and repair seating at these two stadiums. Estimated project completion Fall, 1986.

42. Lee Playground **Field House** and **Visitors Ctr.** - **Fenway** - Complete renovation of historic structure to permit reuse as community, visitor, and athletic center. Estimated completion Spring 1987.

43. Stadium Field Houses, East Boston and Columbus Stadiums - Renovation of buildings to permit reuse as locker and office facility for athletic groups and stadium users. Estimated completion Fall, 1986.

44. Townfield Fieldhouse - Dorchester -Interior renovations to permit expanded use by community and athletic groups. Estimated completion Spring, 1986.

45. Other Field Houses - Various - Multi-year program to renovate additional field houses to restore space for locker, recreational, and community services.

46. Franklin Park Greenhouses - Repair of frames and heating systems of operating greenhouses. Estimated completion Summer, 1986.

47. Park Maintenance Facility - Critical repairs and improvements to central park maintenance facility. Estimated completion Summer 1986.

CAPITAL EXPENDITURES - LIBRARY DEPARTMENT
(in $000's)

		CITY CAPITAL EXPENDITURES				TOTAL CITY	OTHER	TOTAL
PROJECT	1986	1987	1988	1989	1990	CAP. EXPEND	FUNDING	PROJECT COST
1. A/C @ 12 branches	720	-0-	-0-	-0-	-0-	720	-0-	720
2. Adams St.	36	-0-	-0-	-0-	-0-	36	-0-	36
3. Brighton	-0-	147	-0-	-0-	-0-	147	-0-	147
4. Charlestown	-0-	122	-0-	-0-	-0-	122	-0-	122
5. Charlestown Serv.	-0-	600	-0-	-0-	-0-	600	-0-	600
6. Codman Square	22	-0-	-0-	-0-	-0-	22	-0-	22
7. Connolly	200	-0-	-0-	-0-	-0-	200	-0-	200
8. Dudley	-0-	6	-0-	-0-	-0-	6	-0-	6
9. East Boston	61	122	-0-	-0-	-0-	183	-0-	183
10. Egleston	-0-	98	-0-	-0-	-0-	98	-0-	98
11. Faneuil	33	102	-0-	-0-	-0-	135	-0-	135

LIBRARY DEPARTMENT

PROJECT DESCRIPTIONS

1. A/C at 12 Branches - Project currently underway is for installation of air conditioning in the 12 branches libraries presently without it. Estimated completion date Summer, 1985.

2. Adams Street Branch - HVAC repairs and security improvements to prevent vandalism. Estimated completion date Fall, 1985.

3. Brighton Branch - Project includes roof repairs or replacement and repairs to the front walk. Estimated completion date Summer, 1987.

4. Charlestown Branch - Heating/ventilating system repairs and exterior site improvements. Estimated completion date Summer, 1986.

5. Charlestown Service Building - Roof repair or replacement and building waterproofing. Estimated completion date Spring, 1987.

6. Codman Square Branch - Roof repairs and security improvements to prevent vandalism. Estimated completion date Fall, 1985.

7. Connolly, J.P. - Critical roof replacement and plaster and flooring repairs to repair water damage. Estimated completion date Fall, 1985.

8. Dudley Branch - Security improvements as part of the branch library security update program. Estimated completion date Fall, 1987.

9. East Boston Branch - Roof repairs to eliminate leaks and improvements to the electrical distribution system. Estimated completion date Fall, 1986.

10. Egleston Branch - Electrical system improvements and roof repair or replacement. Estimated completion date Fall, 1986.

11 Faneuil Branch - Replacement of flooring, skylight repairs to eliminate leaks, and improvements in handicapped access. Estimated completion date Fall, 1986.

CAPITAL EXPENDITURES - LIBRARY DEPARTMENT (CONTINUED)
(in $000's)

PROJECT	CITY CAPITAL EXPENDITURES 1986	1987	1988	1989	1990	TOTAL CITY CAP. EXPEND	OTHER FUNDING	TOTAL PROJECT COST
12. Fields Corner	55	-0-	-0-	-0-	-0-	55	-0-	55
13. Grove Hall	-0-	177	-0-	-0-	-0-	177	-0-	177
14. Hyde Park	150	-0-	-0-	-0-	-0-	150	-0-	150
15. Jamaica Plain	110	294	-0-	-0-	-0-	404	-0-	404
16. Kirstein Business	-0-	-0-	240	-0-	-0-	240	-0-	240
17. Lower Mills	50	-0-	-0-	-0-	-0-	50	-0-	50
18. Mattapan	-0-	86	-0-	-0-	-0-	86	-0-	86
19. McKim Bldg.	1,350	4,290	3,780	2,780	1,200	13,400	5,600	19,000
20. North End	-0-	25	-0-	-0-	-0-	25	-0-	25
21. Orient Heights	-0-	110	-0-	-0-	-0-	110	-0-	110
22. Parker Hill	20	138	-0-	-0-	-0-	158	-0-	158

12. Fields Corner Branch - Replacement of heating/AC units and security improvements to thwart vandals. Estimated completion date Fall, 1985.

13. Grove Hall Branch - HVAC system repairs and security improvements. Estimated completion date Spring, 1987.

14. Hyde Park Branch - Repairs to the glass skylight to prevent leaks and heating system improvements. Estimated completion date Fall, 1985.

15. Jamaica Plain Branch - repairs to the roof flashing and drains and security and handicapped access improvements. Estimated completion date Fall, 1986.

16. Kirstein Business Branch - Electrical and handicapped access improvements and replacement of the flooring. Estimated completion date Fall, 1987.

17. Lower Mills Branch - Completion of the purchase of original equipment for this facility. Estimated completion date Fall, 1985.

18. Mattapan Branch - Replacement of roof slates and site improvements such as paving and fencing. Estimated completion date Summer, 1986.

19. McKim, Central library - Restoration of the McKim building at Copley Square utilizing $13.4 million in City capital funds. Additional funds will be raised through private donations to allow completion of all aspects of the restoration program. Estimated completion date Fall, 1990.

20. North End Branch - Renovations and repairs including roof repairs and flooring replacement. Estimated completion date Fall, 1986.

21. Orient Heights Branch - Masonry and roof repairs to prevent seepage and HVAC system improvements. Estimated completion date Spring, 1987.

22. Parker Hill Branch - Roof repairs to prevent water damage, heating repairs, and security improvements. Estimated completion date Fall, 1986.

CAPITAL EXPENDITURES - LIBRARY DEPARTMENT (CONTINUED)
(in $000's)

PROJECT	1986	CITY CAPITAL EXPENDITURES 1987	1988	1989	1990	TOTAL CITY CAP. EXPEND	OTHER FUNDING	TOTAL PROJECT COST
23. Roslindale	-0-	177	-0-	-0-	-0-	177	-0-	177
24. South Boston	100	226	-0-	-0-	-0-	326	-0-	326
25. South End	-0-	24	-0-	-0-	-0-	24	-0-	24
26. Uphams Corner	-0-	110	-0-	-0-	-0-	110	-0-	110
27. Washington Village	-0-	6	-0-	-0-	-0-	6	-0-	6
28. West End	-0-	24	-0-	-0-	-0-	24	-0-	24
29. West Roxbury reprs.	-0-	-0-	116	-0-	-0-	116	-0-	116
30. West Roxbury add.	250	2,202	-0-	-0-	-0-	2,452	-0-	2,452
31. Other Library reprs.	-0-	-0-	-0-	942	1,120	2,062	-0-	2,062
TOTAL	3,157	9,086	4,136	3,722	2,320	22,421	5,600	28,021

23. Roslindale Branch - Replacement of the roof and improvements to the electrical system. Estimated completion date Fall, 1986.

24. South Boston Branch - Replacement of the roof and windows and security improvements to prevent vandalism. Estimated completion date Fall, 1986.

25. South End Branch - Flooring replacement improvements to the parking area. Estimated completion date Fall, 1986.

26. Uphams Corner Branch - Electrical and handicapped access improvements. Estimated completion date Fall, 1986.

27. Washington Village - Security improvements as part of the branch library security update program. Estimated completion date Fall, 1987.

28. West End Branch - Roof repair or replacement and site improvements, including, repavement of the parking area. Estimated completion date Summer, 1986.

30. West Roxbury Branch repairs - Handicapped access improvements, fencing to improve security, and heating repairs. Estimated completion date Summer, 1988.

29. West Roxbury Addition - Construction of a new addition to the busiest branch library on land already owned by the library trustees. Estimated completion date Fall, 1987.

31. Other Library repairs - Renovations and repairs to Library Department facilities during fiscal years 1989 and 1990.

CAPITAL EXPENDITURES - SCHOOL DEPARTMENT
(in $000's)

	PROJECT	1986	CITY CAPITAL EXPENDITURES 1987	1988	1989	1990	TOTAL CITY CAP. EXPEND.	OTHER FUNDING	TOTAL PROJECT COST
1.	Gavin School	545	30	-0-	-0-	-0-	575	-0-	575
2.	Burke High	100	702	-0-	-0-	-0-	802	-0-	802
3.	Lewenburg School	450	282	-0-	-0-	-0-	732	-0-	732
4.	Haley School	103	-0-	-0-	-0-	-0-	103	-0-	103
5.	Hyde Park High	524	160	-0-	-0-	-0-	684	-0-	684
6.	Hennigan School	365	-0-	-0-	-0-	-0-	365	-0-	365
7.	Boston Tech. High	497	15	662	-0-	-0-	1,174	-0-	1,174
8.	Dearborn School	493	-0-	-0-	-0-	-0-	493	-0-	493
9.	Wheatley School	497	-0-	-0-	-0-	-0-	497	-0-	497
10.	Madison Park	400	-0-	-0-	-0-	-0-	400	-0-	400

SCHOOLS

PROJECT DESCRIPTIONS

1-10

P.F. Gavin, So. Boston, J. Burke High, Roxbury, S. Lewenberg, Mattapan, D. Haley, Roslindale, Hyde Park High, J. Hennigan, Roxbury, Boston Tech, Roxbury, Dearborn, Roxbury, and P. Wheatley, Roxbury, Madison Park, Roxbury - For all schools, heating system modernization, excepting J. Hennigan and Madison Park which require roof replacements. All projects are part of the first year Unified Facilities Plan (UFP) and 90% State reimbursable.

CAPITAL EXPENDITURES - SCHOOL DEPARTMENT (CONTINUED)
(in $000's)

PROJECT	1986	CITY CAPITAL EXPENDITURES 1987	1988	1989	1990	TOTAL CITY CAP. EXPEND.	OTHER FUNDING	TOTAL PROJECT COST
11. White Stadium	300	2,700	-0-	-0-	-0-	3,000	-0-	3,000
12. Latin Sch. & Acad.	1,200	5,600	11,000	9,500	7,700	35,000*	-0-	35,000
13. Central Kitchen	-0-	700	1,000	-0-	-0-	1,700	-0-	1,700
14. Dorchester High	53	-0-	-0-	-0-	-0-	53	-0-	53
15. Other UFP projects	-0-	3,749	3,580	2,500	2,500	12,329	-0-	12,329
TOTAL	5,527	13,938	16,242	12,000	10,200	57,907	**	57,907

* Includes $18 million from the Sale of Surplus Property Fund and $17 million in City capital funds.

** The City will apply for 90% reimbusement from the State for each of these projects.

11. White Stadium, Roxbury/J.P. - Renovations to the White Schoolboy stadium for which 90% State reimbursement has been sought. Estimated completion date Spring, 1987.

12. Boston Latin School/Latin Academy, Fenway - Extensive renovations and/or new construction at both the Latin School and Academy for which 90% State reimbursement will be sought. Estimated completion date Spring, 1990.

13. Central Kitchen - Expansion and improvement of the facility. Completion of the project expected in FY 1988.

14. Dorchester High - Installation of security window grilles to prevent vandalism. Estimated completion date Fall, 1985.

15. Other UFP projects - Renovations and repairs to various schools as part of the UFP of March, 1985 covering the fiscal years 1987 to 1990.

CAPITAL EXPENDITURES - MUNICIPAL AND HISTORIC BUILDINGS
(in $000's)

	CITY CAPITAL EXPENDITURES							
PROJECT	1986	1987	1988	1989	1990	TOTAL CITY CAP. EXPEND.	OTHER FUNDING	TOTAL PROJECT COST
1. Brighton MB	23	190	-0-	-0-	-0-	213	-0-	213
2. Codman Sq. MB	-0-	-0-	253	-0-	-0-	253	-0-	253
3. Curtis Hall MB	29	230	-0-	-0-	-0-	259	-0-	259
4. Hyde Park MB	-0-	115	-0-	-0-	-0-	115	-0-	115
5. Roslindale MB	570	-0-	-0-	-0-	-0-	570	-0-	570
6. Tobin MB	440	-0-	-0-	-0-	-0-	440	-0-	440
7. Uphams Corner MB	100	843	-0-	-0-	-0-	943	-0-	943
8. City Hall	1,140	2,700	2,588	400	-0-	6,828	-0-	6,828
9. Faneuil Hall	-0-	-0-	-0-	-0-	-0-	-0-	4,585	4,585
10. Old State House	-0-	-0-	-0-	-0-	-0-	-0-	3,985	3,985

MUNICIPAL AND HISTORIC BUILDINGS

PROJECT DESCRIPTIONS

1. Brighton Municipal Building (MB) - Window replacement and general site improvements. Estimated completion date Fall, 1986.

2. Codman Square MB - Project includes water seepage repairs, caulking and heating repairs for energy efficiency, and plumbing improvements. Estimated completion date Spring, 1988.

3. Curtis Hall MB - Completion of window replacement and general site improvements. Estimated completion date Spring, 1987.

4. Hyde Park MB - Plumbing repairs and general site improvements. Estimated completion date Spring, 1987.

5. Roslindale MB - Project currently underway includes roof replacement, boiler repairs, and window replacement for energy conservation. Estimated completion date Spring, 1986.

6. Tobin MB - Weatherproofing of the building exterior, new windows, and handicapped access improvements. Estimated project completion date Spring, 1986.

7. Uphams Corner MB - Roof repair or replacement, building weatherproofing, and general interior improvements. Estimated completion date Summer, 1988.

8. Boston City Hall - Critically needed A/C improvements to maintain computer operations and improvements to the building including electrical, waterproofing, and handicapped access. Project completion expected in FY 1989.

9. Faneuil Hall - Critical structural repairs, and electrical and plumbing improvements. This project, utilizing federal funds, is expected to be completed by Summer, 1987.

10. Old State House - Critical structural repairs, mechanical systems update, and general interior improvements. This project, utilizing federal funds, is expected to be completed by Summer, 1987.

CAPITAL EXPENDITURES - MUNICIPAL AND HISTORIC BUILDINGS (CONTINUED)
(in $000's)

PROJECT	CITY CAPITAL EXPENDITURES 1986	1987	1988	1989	1990	TOTAL CITY CAP. EXPEND.	OTHER FUNDING	TOTAL PROJECT COST
11. 152 North St.	-0-	-0-	-0-	600	625	1,225	-0-	1,225
12. Other RPD repairs	-0-	-0-	-0-	320	325	645	-0-	645
13. Print Plant reprs.	456	-0-	-0-	-0-	-0-	456	-0-	456
14. Printing equipment	332	-0-	-0-	-0-	-0-	332	-0-	332
TOTAL	3,090	4,078	2,841	1,320	950	12,279	8,570	20,849

11. 152 North Street - Renovations and repairs to create office space for use by the City. Estimated completion date Fall, 1990.

12. Other Real **Property Dept. repairs** - Renovations and repairs to Real Property Department facilities in fiscal years 1989 and 1990.

13. **Printing Plant, North End** - Renovations and repairs including loading dock alterations, doors and window replacement, and lighting improvements. Estimated completion date, Spring, 1986.

14. **Printing equipment, North End** - Purchase of various types of printing equipment including a press, cutter, and photo processor. Estimated acquisition date, Spring 1986.

CAPITAL EXPENDITURES - BOSTON REDEVELOPMENT AUTHORITY
(in $000's)

		CITY CAPITAL EXPENDITURES				TOTAL CITY	OTHER	TOTAL
PROJECT	1986	1987	1988	1989	1990	CAP. EXPEND.	FUNDING	PROJECT COST
1. Navy Yard Streets	712	831	700	-0-	-0-	2,243	-0-	2,243
2. ShipYard. Park	368	273	-0-	-0-	-0-	641	560	1,201
3. Main St. Recon.	106	312	-0-	-0-	-0-	418	2,254	2,672
4. Local Chas. Sts.	233	1,408	1,309	1,200	1,250	5,400	-0-	5,400
5. City Sq. Study	57	22	-0-	-0-	-0-	79	-0-	79
6. No. Sta. Streets	260	135	-0-	-0-	-0-	395	2,570	2,965
7. No. Sta. Ct. Awds.	416	502	200	-0-	-0-	1,118	-0-	1,118
8. So. Sta. Air Rghts.	495	418	-0-	-0-	-0-	913	5,250	6,163
9. Park Plaza Streets	540	523	-0-	-0-	-0-	1,063	1,873	2,936
10. Essex St. Recon.	165	978	720	-0-	-0-	1,863	1,400	3,263

BRA

PROJECT DESCRIPTIONS

1. Charlestown Navy Yard - Charlestown - Construction of new City streets in parts of the Navy Yard to provide access to ongoing developments. Project completion expected in Fall, 1987.

2. Shipyard Park Phase III - Charlestown - Expansion of existing park land in the Charlestown Navy Yard to encompass the old drydock area. Project completion expected Summer, 1987.

3. Main St. Reconstruction - Charlestown - Reconstruction of Main, Warren, and connecting local streets. Project completion expected late Fall, 1986.

4. Local Charlestown Streets - Five-year program to reconstruct local streets including new sidewalks, lighting, and trees.

5. City Square Study - Charlestown - Planning, design, and engineering study for development parcels created by depression of Rte. 1 ramps to Mystic Bridge. Study completion expected Summer, 1986.

6. North Station Streets - Reconstruction and widening of Causeway, Merrimac and Lomasney, streets, necessary for better traffic flow and access to Federal Building. Project completion Fall 1989.

7. North Station Court Awards - Payments expected to be ordered by Court for land taken in assembling Federal Building parcel.

8. South Station Air Rights Phase I - Construction of extra columns and foundations to support development of BRA air rights. Phase I completion expected Spring, 1987.

9. Park Plaza Streets - Downtown - Construction/reconstruction of streets to improve access and traffic flow in area of major new developments.

10. Essex St. Reconstruction - Downtown - Reconstruction and widening of Essex St. from Kingston to Surface Artery. Project completion expected Summer, 1989.

CAPITAL EXPENDITURES - BOSTON REDEVELOPMENT AUTHORITY (CONTINUED)
(in $000's)

	CITY CAPITAL EXPENDITURES							
PROJECT	1986	1987	1988	1989	1990	TOTAL CITY CAP. EXPEND.	OTHER FUNDING	TOTAL PROJECT COST
11. Wash. St. Recon.	-0-	-0-	119	780	-0-	899	-0-	899
12. Chinatown Streets	-0-	250	803	0	-0-	1,053	-0-	1,053
13. South End Streets	1,286	1,980	1,488	1,200	1,250	7,204	-0-	7,204
14. So. End Crt. Awds.	706	-0-	-0-	-0-	-0-	706	-0-	706
15. Trem./Colum. Ph.II	85	-0-	-0-	-0-	-0-	85	5,214	5,299
16. Tent City Streets	289	1,069	-0-	-0-	-0-	1,358	1,745	3,103
17. Dudley Sq. Infra.	701	1,201	1,845	-0-	-0-	3,747	-0-	3,747
18. Kitteredge Streets	549	807	595	-0-	-0-	1,951	-0-	1,951
19. Wash. Pk. Streets	478	557	476	-0-	-0-	1,511	-0-	1,511
20. Campus High	500	-0-	-0-	-0-	-0-	500	-0-	500
21 Waterfront Proj.	200	-0-	-0-	-0-	-0-	200	200	400
TOTAL	8,146	11,266	8,255	3,180	2,500	33,347	21,066	54,413

11. Washington Street Reconstruction - Downtown - Reconstruction of Washington street from Temple to Avery. Completion expected Fall, 1988.

12. Chinatown Streets - Redesign/reconstruction of Harrison Avenue to reduce through-traffic and reconstruction of Edinborough and Knapp Streets. Expected completion date Spring, 1987.

13. South End Streets - Five-year program of local street reconstructions including new sidewalks, lighting, and trees.

14. South End Court Awards - Funding for anticipated court ordered supplemental payments related to previous South End land takings.

15. Tremont/Columbus Phase II - South End - Reconstruction of portions of Tremont St. and Columbus Ave. including new sidewalks, lighting, and trees. Completion expected Fall, 1987.

16. Tent City Streets - South End - Land acquisition, site clearance, and street reconstructions as part of Tent City housing development. Project completion expected Summer 1987.

17. Dudley Square Infrastructure - Roxbury - Multi-year project to construct/reconstruct roads, parks, lighting, and public utilities to support and promote new private investment.

18. Kittredge Square Streets - Reconstruction of remaining streets in original Kittredge square urban renewal plan, including new lights, sidewalks, and trees.

19. Washington Park Streets - Reconstruction of remaining streets in original Washington Park urban renewal plan, including new lights, sidewalks, and trees.

20. Campus High - Roxbury - Critical roof, heating system, and interior repairs to historic BRA-owned building currently leased to non-profit health care provider. Completion expected Spring, 1986.

21. Waterfront Projects - Downtown - Design and engineering of waterfront parks and public areas. Design completion expected Summer 1986.

CAPITAL EXPENDITURES - ECONOMIC DEVELOPMENT AND INDUSTRIAL CORPORATION
(in $000's)

	PROJECT		CITY CAPITAL EXPENDITURES				TOTAL CITY CAP. EXPEND.	OTHER FUNDING	TOTAL PROJECT COST
		1986	1987	1988	1989	1990			
1.	Harbor Gateway	1,725	575	-0-	-0-	-0-	2,300	921	3,221
2.	BMIP Facil. Rep.	460	719	-0-	-0-	-0-	1,179	-0-	1,179
3.	Pier 10 Rehab.	230	345	-0-	-0-	-0-	575	300	875
4.	Terminal St.Recon.	-0-	288	-0-	-0-	-0-	288	-0-	288
	TOTAL	2,415	1,927	-0-	-0-	-0-	4,342	1,221	5,563

EDIC

PROJECT DESCRIPTIONS

1. Harbor Gateway, BMIP - South Boston - Street realignment, improved signage and signalization and to reduce and improve truck traffic flow at Summer St. entrance and to create new development parcel. Completion expected Summer, 1986.

2. BMIP Facility Repairs - South Boston - Critical repairs to streets, sidewalks, public utilities, and buildings at Boston Marine Industrial Park.

3. Pier 10 Rehabilitation - Upgrade Pier to permit its continued use as anchoring device for Drydock 3 gate (caisson).

4. Terminal St. Reconstruction, BMIP - South Boston - Reconstruction of Terminal street to accommodate increased traffic flow from Design Center and Industrial Center. Project completion Summer 1987.

CAPITAL EXPENDITURES - COUNTY COURTS AND CORRECTIONAL FACILITIES
(in $000's)

	PROJECT	CITY CAPITAL EXPENDITURES 1986	1987	1988	1989	1990	TOTAL CITY CAP. EXPEND.	OTHER FUNDING	TOTAL PROJECT COST
1.	County Courthouses	392	-0-	-0-	-0-	-0-	392	2,290	2,682
2.	District Courts	1,380	-0-	-0-	-0-	-0-	1,380	-0-	1,380
3.	Charles St. Jail	4,000*	3,000	3,000	2,500	2,500	15,000	28,000	43,000
4.	Deer Island Prison	250	-0-	-0-	-0-	-0-	250	3,200	3,450
	TOTAL	6,022	3,000	3,000	2,500	2,500	17,022	33,490	50,512

* Approximately $2 million of this has already been expensed.

COUNTY COURTS AND CORRECTIONAL FACILITIES

PROJECT DESCRIPTIONS

1. County Courthouses - Completion of court ordered repairs including roof repairs and electrical improvements. Estimated completion date Summer, 1986.
2. District Courthouses - Funding for critical capital improvements including roof repair or replacement and heating system repairs.
3. Charles St. Jail - Construction of a new Suffolk County Jail on the site of the present Charles St. Jail.
4. Deer Island Prison - Completion of court ordered improvements, including roof repairs, renovation of infirmary, and security improvements.

PROJECT FINANCING - EXECUTIVE SUMMARY BY DEPARTMENT
FY 1986-1990 (in $000's)

	DEPARTMENT	EXISTING CITY AUTHOR.	PROPOSED NEW CITY AUTHOR.	STATE FUNDING	FEDERAL FUNDING	OTHER FUNDING	TOTAL DEPT. CAP. EXPEND.
1.	Police Dept.	3,420	17,850	-0-	-0-	-0-	21,270
2.	Fire Dept.	585	8,120	-0-	-0-	-0-	8,705
3.	Health & Hosp.	4,995	25,407	-0-	700	187,160	218,262
4.	Public Ways	17,238	75,787	19,895	11,210	-0-	124,130
5.	Parks, Cem, & Rec.	390	24,441	2,419	1,710	10,043	42,003
6.	Library Dept.	15,557	6,864	-0-	-0-	5,600	28,021
7.	School Dept.	22,829	17,078	*	-0-	18,000**	57,907
8.	Municipal Bldgs.	3,091	9,188	-0-	8,570	-0-	20,849
9.	BRA	13,077	20,270	8,074	12,755	237	54,413
10.	EDIC	-0-	4,342	421	800	-0-	5,563
11.	County Cts. & Cor.	15,642	1,380	33,490	-0-	-0-	50,512
	TOTAL	96,824	213,727	64,299	35,745	221,040	631,635

* The City will apply for 90% reimburesement from the State for each of the school projects in this plan.

** From the Sale of Surplus Property Fund.

PROJECT FINANCING -- DEPARTMENTAL DETAIL

PROJECT FINANCING - POLICE DEPARTMENT
FY 1986-1990 (in $000's)

	PROJECT	EXISTING CITY AUTHOR.	PROPOSED NEW CITY AUTHOR.	STATE FUNDING	FEDERAL FUNDING	OTHER FUNDING	TOTAL PROJECT COST
1.	HQ repairs	400	-0-	-0-	-0-	-0-	400
2.	Station A	-0-	190	-0-	-0-	-0-	190
3.	Station B	-0-	170	-0-	-0-	-0-	170
4.	Station C	-0-	350	-0-	-0-	-0-	350
5.	Station D	-0-	430	-0-	-0-	-0-	430
6.	Station 14	250	-0-	-0-	-0-	-0-	250
7.	Station 7	60	410	-0-	-0-	-0-	470
8.	Station 5	-0-	800	-0-	-0-	-0-	800
9.	H'cpped access	110	85	-0-	-0-	-0-	195
10.	Juvenile Fac.	200	210	-0-	-0-	-0-	410
11.	Crime Lab	-0-	780	-0-	-0-	-0-	780
12.	Enhanced 9-1-1	-0-	2,500	-0-	-0-	-0-	2,500
13.	CAD system	-0-	3,000	-0-	-0-	-0-	3,000
14.	Mattapan Stat.	2,400	-0-	-0-	-0-	-0-	2,400
15.	J.P. Station	-0-	2,600	-0-	-0-	-0-	2,600
16.	S. Bos. Station	-0-	2,600	-0-	-0-	-0-	2,600

PROJECT FINANCING - POLICE DEPARTMENT (CONTINUED)
FY 1986-1990 (in $000's)

PROJECT	EXISTING CITY AUTHOR.	PROPOSED NEW CITY AUTHOR.	STATE FUNDING	FEDERAL FUNDING	OTHER FUNDING	TOTAL PROJECT COST
17. Charlestown. Sta.	-0-	2,600	-0-	-0-	-0-	2,600
18. Other Pol. reprs.	-0-	1,125	-0-	-0-	-0-	1,125
TOTAL	3,420	17,850	-0-	-0-	-0-	21,270

PROJECT FINANCING - FIRE DEPARTMENT
FY 1986-1990 (in $000's)

PROJECT	EXISTING CITY AUTHOR.	PROPOSED NEW CITY AUTHOR.	STATE FUNDING	FEDERAL FUNDING	OTHER FUNDING	TOTAL PROJECT COST
1. Eng. Co. 2	-0-	115	-0-	-0-	-0-	115
2. Eng. Co. 3	80	-0-	-0-	-0-	-0-	80
3. Eng. Co. 4	-0-	115	-0-	-0-	-0-	115
4. Eng. Co. 5	125	-0-	-0-	-0-	-0-	125
5. Eng. Co. 7	-0-	58	-0-	-0-	-0-	58
6. Eng. Co. 8	-0-	144	-0-	-0-	-0-	144
7. Eng. Co. 9	-0-	58	-0-	-0-	-0-	58
8. Eng. Co. 10	-0-	115	-0-	-0-	-0-	115
9. Eng. Co. 14	-0-	58	-0-	-0-	-0-	58
10. Eng. Co. 16	-0-	86	-0-	-0-	-0-	86
11. Eng. Co. 17	50	-0-	-0-	-0-	-0-	50
12. Eng. Co. 18	-0-	130	-0-	-0-	-0-	130
13. Eng. Co. 20	-0-	86	-0-	-0-	-0-	86
14. Eng. Co. 21	-0-	115	-0-	-0-	-0-	115
15. Eng. Co. 22	100	23	-0-	-0-	-0-	123
16. Eng. Co. 24	-0-	58	-0-	-0-	-0-	58

PROJECT FINANCING - FIRE DEPARTMENT (CONTINUED)
FY 1986-1990 (in $000's)

PROJECT	EXISTING CITY AUTHOR.	PROPOSED NEW CITY AUTHOR.	STATE FUNDING	FEDERAL FUNDING	OTHER FUNDING	TOTAL PROJECT COST
17. Eng. Co. 29	100	-0-	-0-	-0-	-0-	100
18. Eng. Co. 30	-0-	115	-0-	-0-	-0-	115
19. Eng. Co. 32	-0-	58	-0-	-0-	-0-	58
20. Eng. Co. 33	-0-	86	-0-	-0-	-0-	86
21. Eng. Co. 37	40	-0-	-0-	-0-	-0-	40
22. Eng. Co. 39	-0-	58	-0-	-0-	-0-	58
23. Eng. Co. 41	-0-	58	-0-	-0-	-0-	58
24. Eng. Co. 42	-0-	86	-0-	-0-	-0-	86
25. Eng. Co. 48	-0-	115	-0-	-0-	-0-	115
26. Eng. Co. 49	-0-	101	-0-	-0-	-0-	101
27. Eng. Co. 50	-0-	86	-0-	-0-	-0-	86
28. Eng. Co. 51	-0-	115	-0-	-0-	-0-	115
29. Eng. Co. 53	-0-	115	-0-	-0-	-0-	115
30. Eng. Co. 54	-0-	86	-0-	-0-	-0-	86
31. Eng. Co. 55	-0-	91	-0-	-0-	-0-	91
32. Eng. Co. 56	-0-	115	-0-	-0-	-0-	115

PROJECT FINANCING - FIRE DEPARTMENT (CONTINUED)
FY 1986-1990 (in $000's)

PROJECT	EXISTING CITY AUTHOR.	PROPOSED NEW CITY AUTHOR.	STATE FUNDING	FEDERAL FUNDING	OTHER FUNDING	TOTAL PROJECT COST
33. Marine Unit	-0-	58	-0-	-0-	-0-	58
34. Safety Unit	-0-	58	-0-	-0-	-0-	58
35. Arson Squad	-0-	115	-0-	-0-	-0-	115
36. Alarm Bldg.	90	-0-	-0-	-0-	-0-	90
37. Maint. bldg.	-0-	86	-0-	-0-	-0-	86
38. Headquarters	-0-	115	-0-	-0-	-0-	115
39. Ladder trucks	-0-	3,509	-0-	-0-	-0-	3,509
40. Pumper trucks	-0-	1,554	-0-	-0-	-0-	1,554
41. Rescue truck	-0-	179	-0-	-0-	-0-	179
TOTAL	585	8,120	-0-	-0-	-0-	8,705

PROJECT FINANCING - HEALTH AND HOSPITALS
FY 1986-1990 (in $000's)

	PROJECT	EXISTING CITY AUTHOR.	PROPOSED NEW CITY AUTHOR.	STATE FUNDING	FEDERAL FUNDING	OTHER FUNDING	TOTAL PROJECT COST
1.	New Bldg., BCH	-0-	-0-	-0-	-0-	183,000	183,000
2.	ACC Renov.	955	-0-	-0-	-0-	-0-	955
3.	South Block Repair	125	-0-	-0-	-0-	-0-	125
4.	Life safety Renov.	1,615	-0-	-0-	-0-	-0-	1,615
5.	Dowling Renov	1,700	3,281	-0-	700	2,800	8,481
6.	New A/C for O.R.'s	-0-	495	-0-	-0-	-0-	495
7.	Mat. Bldg. Repairs	-0-	518	-0-	-0-	-0-	518
8.	Roof+Masonry, BCH	-0-	230	-0-	-0-	-0-	230
9.	Roof+Masonry,Matt.	350	-0-	-0-	-0-	-0-	350
10.	Foley Bldg. Renov.	-0-	3,381	-0-	-0-	-0-	3,381
11.	Repl. Boiler Matt.	250	-0-	-0-	-0-	-0-	250
12.	Roof+Masonry, L.I.	-0-	532	-0-	-0-	-0-	532
13.	Heat+Sewage Plants	-0-	646	-0-	-0-	-0-	646
14.	Long Isl. Bridge	-0-	2,562	-0-	-0-	-0-	2,562
15.	Add'l. Renov. L.I.	-0-	2,400	-0-	-0-	-0-	2,400

PROJECT FINANCING - HEALTH AND HOSPITALS (CONTINUED)
FY 1986-1990 (in $000's)

PROJECT	EXISTING CITY AUTHOR.	PROPOSED NEW CITY AUTHOR.	STATE FUNDING	FEDERAL FUNDING	OTHER FUNDING	TOTAL PROJECT COST
16. Medical Equipment	-0-	10,204	-0-	-0-	-0-	10,204
17. Ambulance Garages	-0-	1,158	-0-	-0-	-0-	1,158
18. So. Bos. Hlth. Ctr	-0-	-0-	-0-	-0-	160	160
19. No. End. Hlth. Ctr	-0-	-0-	-0-	-0-	100	100
18. Whit.St. Hlth. Ctr	-0-	-0-	-0-	-0-	500	500
18. Harv.St. Hlth. Ctr	-0-	-0-	-0-	-0-	250	250
18. Up. Cor. Hlth. Ctr	-0-	-0-	-0-	-0-	350	350
TOTAL	4,995	25,407	-0-	700	187,160	218,262

PROJECT FINANCING - PUBLIC WAYS
FY 1986-1990 (in $000's)

	PROJECT	EXISTING CITY AUTHOR.	PROPOSED NEW CITY AUTHOR.	STATE FUNDING	FEDERAL FUNDING	OTHER FUNDING	TOTAL PROJECT COST
1.	Bridge Reconst.	400	5,764	915	8,210	-0-	15,289
2.	Roadway Reconst.	11,000	39,150	11,980	-0-	-0-	62,130
3.	Major Roadways	575	3,564	7,000	3,000	-0-	14,139
4.	Sidewalk Reconst.	1,700	8,273	-0-	-0-	-0-	9,973
5.	Road Resurfacing	1,770	-0-	-0-	-0-	-0-	1,770
6.	Street Lighting	700	13,428	-0-	-0-	-0-	14,128
7.	Sidewalks in NBD's	-0-	729	-0-	-0-	-0-	729
8.	Resurfac. in NBD's	-0-	304	-0-	-0-	-0-	304
9.	Lighting in NBD's	-0-	1,988	-0-	-0-	-0-	1,988
10.	E. Bos. Main. Fac.	-0-	1,611	-0-	-0-	-0-	1,611
11.	Cent. Main. Fac.	449	-0-	-0-	-0-	-0-	449
12.	Traffic Signals	644	976	-0-	-0-	-0-	1,620
	TOTAL	17,238	75,787	19,895	11,210	-0-	124,130

PROJECT FINANCING - PARKS, CEMETERIES, RECREATIONAL FACILITIES
FY 1986-1990 (in $000's)

	PROJECT	EXISTING CITY AUTHOR.	PROPOSED NEW CITY AUTHOR.	STATE FUNDING	FEDERAL FUNDING	OTHER FUNDING	TOTAL PROJECT COST
1.	Tree Planting	-0-	1,770	-0-	-0-	-0-	1,770
2.	Trees in NBD's	-0-	438	-0-	190	-0-	628
3.	Carter Plgd.	315	-0-	-0-	315	-0-	630
4.	Lee/M St. Plgd.	-0-	236	-0-	205	-0-	441
5.	E. Bos. Stadium	-0-	236	-0-	-0-	-0-	236
6.	Hemenway Plgd.	-0-	345	-0-	-0-	-0-	345
7.	Doherty Plgd.	-0-	184	-0-	-0-	-0-	184
8.	Franklin Fd. Ph.II	-0-	575	-0-	-0-	-0-	575
9.	Healy Field	-0-	104	104	-0-	-0-	208
10.	Ross PLgd	-0-	406	-0-	-0-	-0-	406
11.	Billings Field	-0-	216	-0-	-0-	-0-	216
12.	Jefferson Plgd.	-0-	175	-0-	-0-	-0-	175
13.	Smith Plgd.	-0-	317	-0-	-0-	-0-	317
14.	Other Lge. Pks.	-0-	8,096	-0-	1,000	-0-	9,096
15.	Columbia Pt. Plgd.	-0-	1,725	940	-0-	500	3,165
16.	Fr. Pk. Glf. Crse.	-0-	75	675	-0-	-0-	750

PROJECT FINANCING - PARKS, CEMETERIES, RECREATIONAL FACILITIES (CONTINUED)
FY 1986-1990 (in $000's)

PROJECT	EXISTING CITY AUTHOR.	PROPOSED NEW CITY AUTHOR.	STATE FUNDING	FEDERAL FUNDING	OTHER FUNDING	TOTAL PROJECT COST
17. Hannon Plgd.	-0-	173	-0-	-0-	-0-	173
18. Eight Sts. Pk.	-0-	81	-0-	-0-	-0-	81
19. Crawford St. Plgd.	-0-	115	-0-	-0-	-0-	115
20. Erie Ell. Plgd.	-0-	58	-0-	-0-	-0-	58
21. Barry Plgd.	-0-	94	-0-	-0-	-0-	94
22. Cutillo Plgd.	-0-	69	-0-	-0-	-0-	69
23. Byrne Plgd.	-0-	29	-0-	-0-	-0-	29
24. Flaherty Plgd.	-0-	81	-0-	-0-	-0-	81
25. McClean Plgd.	-0-	127	-0-	-0-	-0-	127
26. Add'l Small Plgds.	-0-	2,376	-0-	-0-	-0-	2,376
27. Maint. Equipment	25	975	-0-	-0-	-0-	1,000
28. Cemetery Grounds	-0-	2,950	-0-	-0-	-0-	2,950
29. Cemetery Bldgs.	-0-	1,180	-0-	-0-	-0-	1,180
30. Cloherty Pool	-0-	-0-	-0-	-0-	1,380*	1,380
31. Mirabella Pool	-0-	-0-	-0-	-0-	374*	374
32. Mason Pool	-0-	-0-	-0-	-0-	230*	230

PROJECT FINANCING - PARKS, CEMETERIES, RECREATIONAL FACILITIES (CONTINUED)
FY 1986-1990 (in $000's)

PROJECT	EXISTING CITY AUTHOR.	PROPOSED NEW CITY AUTHOR.	STATE FUNDING	FEDERAL FUNDING	OTHER FUNDING	TOTAL PROJECT COST
33. Paris St. Pool	-0-	-0-	-0-	-0-	230*	230
34. Healy Pool	-0-	-0-	250	-0-	250*	500
35. Paris St. Gym.	-0-	-0-	-0-	-0-	1,151*	1,151
36. Nazzaro Rec. Ctr.	-0-	-0-	-0-	-0-	242*	242
37. Curley Rec. Ctr.	-0-	-0-	-0-	-0-	5,000*	5,000
38. Shelbourne Rec.Ctr	-0-	-0-	-0-	-0-	93*	93
39. Mis. Hill Rec.Ctr.	-0-	-0-	-0-	-0-	275*	275
40. Add'l Rec. Facil's	-0-	2,701	-0-	-0-	-0-	2,701
41. Stadium Seating	-0-	-0-	-0-	-0-	288*	288
42. Lee Plgd. Fd. Hse.	50	100	450	-0-	30	630
43. Stadium Field Hse.	-0-	201	-0-	-0-	-0-	201
44. Townfd. Field Hse.	-0-	58	-0-	-0-	-0-	58
45. Add'l. Fld. Hses.	-0-	714	-0-	-0-	-0-	714
46. Oper. Greenhouses	-0-	173	-0-	-0-	-0-	173
47. Park Maint. Facil.	-0-	288	-0-	-0-	-0-	288
TOTAL	390	27,441	2,419	1,710	10,043	42,003

*To be funded from sale of surplus property account.

PROJECT FINANCING - LIBRARY DEPARTMENT
FY 1986-1990 (in $000's)

PROJECT	EXISTING CITY AUTHOR.	PROPOSED NEW CITY AUTHOR.	STATE FUNDING	FEDERAL FUNDING	OTHER FUNDING	TOTAL PROJECT COST
1. A/C @ 12 branches	720	-0-	-0-	-0-	-0-	720
2. Adams St.	36	-0-	-0-	-0-	-0-	36
3. Brighton	-0-	147	-0-	-0-	-0-	147
4. Charlestown	-0-	122	-0-	-0-	-0-	122
5. Charlestown Serv.	600	-0-	-0-	-0-	-0-	600
6. Codman Square	22	-0-	-0-	-0-	-0-	22
7. Connolly	200	-0-	-0-	-0-	-0-	200
8. Dudley	-0-	6	-0-	-0-	-0-	6
9. East Boston	61	122	-0-	-0-	-0-	183
10. Egleston	-0-	98	-0-	-0-	-0-	98
11. Faneuil	33	102	-0-	-0-	-0-	135
12. Fields Corner	55	-0-	-0-	-0-	-0-	55
13. Grove Hall	-0-	177	-0-	-0-	-0-	177
14. Hyde Park	150	-0-	-0-	-0-	-0-	150
15. Jamaica Plain	110	294	-0-	-0-	-0-	404
16. Kirstein Bus.	-0-	240	-0-	-0-	-0-	240

PROJECT FINANCING - LIBRARY DEPARTMENT (CONTINUED)
FY 1986-1990 (in $000's)

PROJECT	EXISTING CITY AUTHOR.	PROPOSED NEW CITY AUTHOR.	STATE FUNDING	FEDERAL FUNDING	OTHER FUNDING	TOTAL PROJECT COST
17. Lower Mills	50	-0-	-0-	-0-	-0-	50
18. Mattapan	-0-	86	-0-	-0-	-0-	86
19. McKim Bldg.	13,400	-0-	-0-	-0-	5,600	19,000
20. North End	-0-	25	-0-	-0-	-0-	25
21. Orient Heights	-0-	110	-0-	-0-	-0-	110
22. Parker Hill	20	138	-0-	-0-	-0-	158
23. Roslindale	-0-	177	-0-	-0-	-0-	177
24. South Boston	100	226	-0-	-0-	-0-	326
25. South End	-0-	24	-0-	-0-	-0-	24
26. Uphams Corner	-0-	110	-0-	-0-	-0-	110
27. Washington Village	-0-	6	-0-	-0-	-0-	6
28. West End	-0-	24	-0-	-0-	-0-	24
29. W. Roxbury reprs.	-0-	116	-0-	-0-	-0-	116
30. W. Roxbury addition	-0-	2,452	-0-	-0-	-0-	2,452
31. Other Lib. reprs.	-0-	2,062	-0-	-0-	-0-	2,062
TOTAL	15,557	6,864	-0-	-0-	5,600	28,021

PROJECT FINANCING - SCHOOL DEPARTMENT
FY 1986-1990 (in $000's)

PROJECT	EXISTING CITY AUTHOR.	PROPOSED NEW CITY AUTHOR.	STATE FUNDING	FEDERAL FUNDING	OTHER FUNDING	TOTAL PROJECT COST
1. Gavin School	545	30	-0-	-0-	-0-	575
2. Burke High	802	-0-	-0-	-0-	-0-	802
3. Lewenburg Schl	450	282	-0-	-0-	-0-	732
4. Haley School	103	-0-	-0-	-0-	-0-	103
5. Hyde Park High	324	360	-0-	-0-	-0-	684
6. Hennigan School	365	-0-	-0-	-0-	-0-	365
7. Technical High	497	677	-0-	-0-	-0-	1,174
8. Dearborn School	493	-0-	-0-	-0-	-0-	493
9. Wheatley School	497	-0-	-0-	-0-	-0-	497
10. Madison Park	-0-	400	-0-	-0-	-0-	400

PROJECT FINANCING - SCHOOL DEPARTMENT (CONTINUED)
FY 1986-1990 (in $000's)

PROJECT	EXISTING CITY AUTHOR.	PROPOSED NEW CITY AUTHOR.	STATE FUNDING	FEDERAL FUNDING	OTHER FUNDING	TOTAL PROJECT COST
11. White Stadium	-0-	3,000	-0-	-0-	-0-	3,000
12. Latin Sch & Acad	17,000	-0-	-0-	-0-	18,000*	35,000
13. Central Kitchen	1,700	-0-	-0-	-0-	-0-	1,700
14. Dorchester High	53	-0-	-0-	-0-	-0-	53
15. Other UFP projects	-0-	12,329	-0-	-0-	-0-	12,329
TOTAL	22,829	17,078	**	-0-	18,000	57,907

* From the Sale of Surplus Property Fund.

** The City will apply for 90% reimbusement from the State for each of these projects.

PROJECT FINANCING - MUNICIPAL AND HISTORIC BUILDINGS
FY 1986-1990 (in $000's)

PROJECT	EXISTING CITY AUTHOR.	PROPOSED NEW CITY AUTHOR.	STATE FUNDING	FEDERAL FUNDING	OTHER FUNDING	TOTAL PROJECT COST
1. Brighton MB	-0-	213	-0-	-0-	-0-	213
2. Codman Sq. MB	-0-	253	-0-	-0-	-0-	253
3. Curtis Hall	-0-	259	-0-	-0-	-0-	259
4. Hyde Park MB	-0-	115	-0-	-0-	-0-	115
5. Roslindale MB	570	-0-	-0-	-0-	-0-	570
6. Tobin MB	440	-0-	-0-	-0-	-0-	440
7. Uphams Corner	510	433	-0-	-0-	-0-	943
8. City Hall	1,115	5,713	-0-	-0-	-0-	6,828
9. Faneuil Hall	-0-	-0-	-0-	4,585	-0-	4,585
10. Old State House.	-0-	-0-	-0-	3,985	-0-	3,985
11. 152 North St.	-0-	1,225	-0-	-0-	-0-	1,225
12. Other RPD repairs	-0-	645	-0-	-0-	-0-	645
13. Print Plant reprs.	456	-0-	-0-	-0-	-0-	456
14. Printing equipmnt.	-0-	332	-0-	-0-	-0-	332
TOTAL	3,091	9,188	-0-	8,570	-0-	20,849

PROJECT FINANCING - BOSTON REDEVELOPMENT AUTHORITY
FY 1986-1990 (in $000's)

	PROJECT	EXISTING CITY AUTHOR.	PROPOSED NEW CITY AUTHOR.	STATE FUNDING	FEDERAL FUNDING	OTHER FUNDING	TOTAL PROJECT COST
1.	Navy Yard Streets	2,243	-0-	-0-	-0-	-0-	2,243
2.	ShipYard Pk.	641	-0-	560	-0-	-0-	1,201
3.	Main St. Recon.	418	-0-	665	1,352	237	2,672
4.	Local Chas. Sts.	500	4,900	-0-	-0-	-0-	5,400
5.	City Sq. Study	79	-0-	-0-	-0-	-0-	79
6.	No. Station Sts.	395	-0-	257	2,313	-0-	2,965
7.	No. Sta. Ct. Awds.	1,118	-0-	-0-	-0-	-0-	1,118
8.	So. Sta. Air Rghts.	913	-0-	1,600	3,650	-0-	6,163
9.	Park Plaza Sts.	1,063	-0-	1,873	-0-	-0-	2,936
10.	Essex St. Recon.	1,863	-0-	560	840	-0-	3,263
11.	Wash. St. Recon.	-0-	899	-0-	-0-	-0-	899
12.	Chinatown. Sts.	1,053	-0-	-0-	-0-	-0-	1,053

PROJECT FINANCING - BOSTON REDEVELOPMENT AUTHORITY (CONTINUED)
FY 1986-1990 (in $000's)

PROJECT	EXISTING CITY AUTHOR.	PROPOSED NEW CITY AUTHOR.	STATE FUNDING	FEDERAL FUNDING	OTHER FUNDING	TOTAL PROJECT COST
13. South End Sts	500	6,704	-0-	-0-	-0-	7,204
14. So. End Ct. Awds.	706	-0-	-0-	-0-	-0-	706
15. Trem./Col. Ph. II	85	-0-	1,564	3,650	-0-	5,299
16. Tent City	-0-	1,358	795	950	-0-	3,103
17. Dudley Sq. Infra.	-0-	3,747	-0-	-0-	-0-	3,747
18. Kitteredge Sts.	700	1,251	-0-	-0-	-0-	1,951
19. Wash. Pk. Sts.	600	911	-0-	-0-	-0-	1,511
21. Campus High	-0-	500	-0-	-0-	-0-	500
20. Waterfront Proj.	200	-0-	200	-0-	-0-	400
TOTAL	13,077	20,270	8,074	12,755	237	54,413

PROJECT FINANCING - ECONOMIC DEVELOPMENT AND INDUSTRIAL CORPORATION
FY 1986-1990 (in $000's)

	PROJECT	EXISTING CITY AUTHOR.	PROPOSED NEW CITY AUTHOR.	STATE FUNDING	FEDERAL FUNDING	OTHER FUNDING	TOTAL PROJECT COST
1.	Harbor Gateway	-0-	2,300	121	800	-0-	3,221
2.	BMIP Facil. Rep.	-0-	1,179	-0-	-0-	-0-	1,179
3.	Pier 10 Rehab.	-0-	575	300	-0-	-0-	875
4.	Terminal St.Recon	-0-	288	-0-	-0-	-0-	288
	TOTAL	-0-	4,342	421	800	-0-	5,563

PROJECT FINANCING - COUNTY COURTS AND CORRECTIONAL FACILITIES
FY 1986-1990 (in $000's)

	PROJECT	EXISTING CITY AUTHOR.	PROPOSED NEW CITY AUTHOR.	STATE FUNDING	FEDERAL FUNDING	OTHER FUNDING	TOTAL PROJECT COST
1.	County Courthouses	392	-0-	2,290	-0-	-0-	2,682
2.	District Courts	-0-	1,380	-0-	-0-	-0-	1,380
3.	Charles St. Jail	15,000*	-0-	28,000	-0-	-0-	43,000
4.	Deer Island Prison	250	-0-	3,200	-0-	-0-	3,450
	TOTAL	15,642	1,380	33,490	-0-	-0-	50,512

* Approximately $2 million of this has already been expensed.

APPENDICES

TABLE 1...
CAPITAL IMPROVEMENT FUND EXPENDITURES

TABLE 2...
CURRENT AUTHORIZED AND UNISSUED DEBT, BY PURPOSE / STATUTE (as of 7/1/85)

TABLE 3...
AUTHORIZATIONS -- BOND ISSUES

TABLE 1

CAPITAL IMPROVEMENT FUND EXPENDITURES
(Dollars In Millions)

Year	(2)General Purpose	Schlhouse and Sites	(3) Public Buildings	Hospital Facilities	Urban Redevel & E.D.I.C	Park & Recreation	Public Works	(4)Total
1970	2.0	19.7	18.1	.7	10.4	.3	5.6	56.8
1971	3.0	27.9	22.0	8.0	6.7	.3	8.8	76.7
1972	3.5	33.5	8.7	15.3	5.5	- 0 -	5.8	72.3
1973-74	1.6	23.0	4.9	16.9	12.0	4.0	8.1	70.5
1975	2.4	38.7	10.6	13.4	15.5	2.7	8.8	92.1
1976	.7	58.8	14.3	3.4	15.6	6.3	9.7	108.8
1977	1.2	31.7	6.2	4.2	8.3	1.6	6.3	59.5
1978	2.5	29.2	1.9	3.7	6.2	1.7	2.0	47.2
1979	2.2	24.5	1.3	1.9	11.7	1.9	5.9	49.4
1980	3.0	15.7	5.1	1.9	7.9	2.7	12.1	48.8
1981	1.6	13.4	4.0	.4	9.4	1.7	8.4	38.9
1982	.1	1.6	1.0	.7	4.9	.2	.2	8.7
1983	.7	.7	1.2	1.2	6.6	.6	1.1	12.1
1984	6.3	5.1	6.0	2.9	12.5	.7	5.6	39.1
1985	4.4	4.1	2.8	1.5	2.9	1.8	3.7	21.2
TOTAL	35.2	327.6	108.1	76.1	136.1	26.5	92.1	801.7

NOTE:
(1) 18 month transitional fiscal period
(2) Includes equipment
(3) Exclusive of School Hospital + Park dept. bldgs.
(4) Source City Auditors Annual Reports

TABLE 2

CURRENT AUTHORIZED & UNISSUED DEBT BY PURPOSE/STATUTE

(Dollars in Thousands)
as of 7/1/85

Purpose	Auth & Unissued Amount	Statute
Automatic Traffic Control Signals	550	G.L. 44 (7) (14)
Remodeling & Repair to City Bldgs	7,340	G.L. 44 (7) (3A)
Construction of Bldgs - Acg of Land	1,250	G.L. 44 (7) (3)
Construction of Bridges	250	G.L. 44 (7) (4)
Departmental Equipment	- 0 -	G.L. 44 (7) (9)
Total Chapter 44 Sec 7	$9,390	
Urban Redevelopment & Renewal	13,155	G.L. 121B (20)
Economic Devel & Ind. Comm	- 0 -	1971 Ch 1097
Total Chapter 1097 Act 1971 Sec 11	$13,155	
Parking Facilities	550	1946 Ch 474(5) (C+D)
Total Chapter 474 Sec 5	550	
School Project Act of 1948	26,285	1948 Ch 645
Total Chapter 645 Acts 1948	$26,285	
Capital Improvements - Act 1966	500	1966 Ch 642 (7)
Capital Improvements - Act 1973	14,525	1966 Ch 642 (7A)
Total Capital Improvements 1966 & 1973	$15,025	
Grand Total	$64,405	

NOTE: Bonds Authorized and Unissued: Bonds which the City can issue and sell without the necessity for further authorization.

TABLE 3

AUTHORIZATIONS - BOND ISSUES
(Dollars in 000's)

Year	Beginning Balance	Bonds Issued	New and Recinded Auth.	Auth. and Unissued 6/30
1970	136,005	53,570	126,405	208,660
1971	208,660	77,180	33,693	165,173
1972	165,173	84,000	29,420	110,593
1973-74 (1)	110,593	70,110	287,618	328,101
1975	328,101	39,980	54,390	342,511
1976	342,511	85,000	30,325	287,836
1977	287,836	75,000	4,300	217,136
1978	217,136	65,000	(21,701)	130,435
1979	130,435	55,000	56,900	132,335
1980	132,335	55,000	48,995	126,330
1981	126,330	-0-	6,600	132,930
1982	132,930	-0-	-0-	132,930
1983	132,930	45,000 (2)	60,900	148,830
1984	148,830	85,000	74,430	138,260
1985	138,260	70,000 (3)	(3,855)	64,405
1986	64,405			

NOTE:
(1) 18 month transitional fiscal period
(2) Funding Loan
(3) Includes Mini Bonds

Amortization: The systematic reduction of debt through use of serial bonds or term bonds with actuarial basis sinking fund. Also, the gradual and periodic reduction of premiums and discounts on bonds purchased or sold, so as to reflect the true rate of interest and so as to show the true amount of assets or liabilities represented by premiums or discounts.

Appropriation: An authorization made by the legislative body of a government which permits officials to incur obligations against and to make expenditures of governmental resources.

Block Grant: A federal grant to a governmental unit to be used at the recipient's discretion for a variety of activities within a broadly defined program area.

Bond: An interest-bearing promise to pay, with a specific maturity.

Bonded Debt: See Funded Debt.

Bonds Authorized and Unissued: Bonds which a government can issue and sell without the necessity for further authorization.

CBD: Central Business District

Capital Budget: A plan for capital expenditures, including commitments, to be incurred during the budget year from funds subject to appropriation by the governing body of the concerned government for projects scheduled in the first year of the capital program.

Capital Expenditures or Capital Outlays: Expenditures for the acquisition of capital assets.

Capital Improvement Program: A plan for capital expenditures, including commitments, to be incurred each year over a fixed period of years to meet capital needs arising from the long-term work program or otherwise. Thus, it sets forth each project or other contemplated expenditure in which the local government is to have a part, and it specifies the full resources estimated to be available to finance the projected expenditures.

Capital Plant: Buildings and other facilities needed for the operation of public services provided by the local government including schools, roads, water and sewer systems, street lights, parks and playgrounds, harbor improvements, police and fire department headquarters, administration buildings, libraries, and health centers.

Capital Projects: Projects which purchase or construct capital assets. Typically a capital project encompasses a purchase of land and/or the construction of a building or facility.

Capital Projects Fund: Transactions related to resources obtained and used for the acquisition, construction or improvement of capital facilities are accounted for in the Capital Projects Fund. Such resources are derived principally from proceeds of general obligation bond issues and from federal and state grants.

Chapter 90 Funds: A state funded program for payments to cities and towns for up to 100 percent of the costs of construction, reconstruction, and improvements to public ways.

Community Development Block Grant (CDBG): A federal entitlement program which provides community development funds, on a formula basis, to all cities with populations over 50,000.

Computer Aided Dispatch System (CAD): A network of computers, which facilitates the dispatching of emergency calls to police, fire, or emergency medical service personnel.

Contingent Debt: Debt which is not in the first instance payable as a direct obligation of the governmental unit, but has been guaranteed as an eventual charge against its faith and credit.

County Financial Assistance Program: State grant fund created by Chapter 347 of the Acts of 1982 to finance capital improvements to county correctional institutions.

Debt Limit: The maximum amount of debt which a governmental unit may incur under constitutional, statutory, or charter requirements. The limitation is usually a percentage of assessed valuation and may be fixed upon either gross or net debt. If the latter is the case, the legal provision will usually specify what deductions from gross funded debt are allowed in order to ascertain net debt.

Debt Outstanding: The general obligation bonds which have been sold to cover the costs of the state's capital outlay expenditures from bond funds.

Debt Service: The annual amount of money necessary to pay the interest and principal (or sinking fund contribution) on outstanding debt.

Determination of Need (DON): Federal law mandating the establishment, in every state, of a certificate of need program to review all proposed capital expenditures or new construction over $150,000, or any proposed change of service of a health care facility.

Direct Debt: Debt which a government has incurred in its own name or assumed through the annexation of territory.

Emerald Necklace: Chain of parks designed by Fredrick Law Olmsted, including Back Bay/Fens, Riverway, Olmsted Park, Jamaica Pond, and Franklin Park.

Encumbrances: Obligations in the form of purchase orders, contracts or salary commitments which are chargeable to an appropriation and for which a part of the appropriation is reserved. They cease to be encumbrances when paid or when an actual liability is set up.

Expenditures: Where accounts are kept on the accrual or modified accrual basis of accounting, the cost of goods received or services rendered whether cash payments have been made or not. Where accounts are kept on a cash basis, expenditures are recognized only when the cash payments for the above purposes are made.

Fixed Debt: A term sometimes contrasted with floating debt. It is broader than funded debt, because it includes long-term obligations other than bonds, such as judgments, mortgages, and long-term serial notes or certificates of indebtedness.

Full Faith and Credit: A pledge of the general taxing powers for the payment of governmental obligations. Bonds carrying such pledges are usually referred to as general obligation or full-faith-and-credit bonds.

Fund: An independent fiscal and accounting entity with a self-balancing set of accounts recording cash and/or other resources together with all related liabilities, obligations, reserves, and equities which are segregated for the purpose of carrying on specific activities or attaining certain objectives.

Funded Debt: That portion of the indebtedness of a municipality represented by outstanding bonds. Same as Bonded Debt.

Funded Deficit: A deficit which has been converted into bonded indebtedness through the sale or exchange of funding bonds.

Funding: The conversion of judgments and floating debt into bonded debt.

FY: A 12-month period to which an annual budget applies. Boston's fiscal year runs from July 1 to June 30.

General Fund: The fund into which the general (non-earmarked) revenues of the municipality are deposited and from which money is appropriated to pay the general expenses of the municipality.

General Obligation Bonds: Bonds for whose payment the full faith and credit of the issuer has been pledged. More commonly, but not necessarily, general obligation bonds are payable from ad valorem property taxes and other general revenues.

Grants-in-Aid: Outright donations or contributions, usually by a higher governmental unit, without the prior establishment of conditions with which the recipient must comply.

Gross Bonded Debt: The total amount of direct bonded debt of a government.

Gross Debt: The sum total of a debtor's obligations; however, in reporting gross debt, the amount of unfunded obligations of pension and retirement funds if ordinarily not included.

HVAC: Heating, ventilating, and air conditioning.

Infrastructure: Roadways, sidewalks, street lighting, public utilities, public buildings, parks, and other public facilities.

In-Lieu-of-Taxes: Income to replace the loss of tax revenue resulting from property exempted from taxation.

Interest: Compensation paid or to be paid for the use of money, including interest payable at periodic intervals or as discount at the time a loan is made.

Interest Rate: The interest payable, expressed as a percentage of the principal available for use during a specified period of time.

Linkage: Developer contributions to housing development of $5/sq. ft. of new construction payable over a 12-year-period.

Metal Fatigue: The progressive structural change occurring in a localized area of a metal subjected to conditions of repeated cyclic stresses and strains considerably below the ultimate tensile strength; may result in cracks or complete fracture.

Municipal(s): "Municipal" refers to any governmental unit below or subordinate to the state. "Municipals" (i.e., municipal bonds), as used in the bond trade, include not only the bonds of all local subdivisions such as cities, towns, villages, counties, and school, park, sanitary, and other special taxing districts, but also bonds of states and agencies of the state (as distinguished from the foregoing).

NBD: Neighborhood Business District

Non-Loan Bearing Wall: A wall subject only to its own weight and to wind pressure.

Operating Budget: Plan of proposed expenditures for personnel, supplies, and other expenses for the coming fiscal year.

Principal: The face amount of a bond, exclusive of accrued interest.

Proposition 2-1/2: A statewide tax limitation initiative limiting the property tax levy in cities and towns in the Commonwealth to 2-1/2 percent of the full and fair cash valuation of the taxable real estate and personal property in that city or town.

Quasi-Municipal: This term is applied to agencies invested by the state with a limited corporate character to perform a particular function in a particular locality. Examples are school, sanitary, levee, irrigation, road, and sewer districts.

Ratings: These are designations used by investors' services to give relative indications of quality.

Reimbursement Grant: A federal or state grant that is paid to the City once a project is complete and inspected as to conformance to the grant contract. The City must provide the full funding for the project until the reimbursement is received.

Revenue Bonds: Bonds payable from revenues secured from a project that pays its way by charging rentals to the users, such a toll bridges or toll highways, or from revenues from another source that are used for a public purpose.

Self-Supporting or Self-Liquidating Debt: Debt obligations whose principal and interest are supposed to be payable from the earnings of the municipal utility or enterprise for the construction or improvement of which it was originally incurred.

Serial Bond: A bond of an issue which has maturities scheduled annually or semi-annually over a period of years.

Tax-Exempt Bonds: bonds exempt from federal income, state income, or state or local personal property taxes. "Municipals" are exempt from federal income taxation at present and may or may not be exempt from state income or personal property taxation in the state where originally issued or held. Some state do not tax "municipals" issued by their own local subdivisions, but subject municipals issued in another state but held therein to either income or personal property taxation or both.

Unencumbered Balance: The amount remaining against which encumbrances still ca be made. It is the current appropriation (net of transfers) less actual total expenditures and unpaid encumbrances.

Urban Heritage State Park Program (UHSP): A state program designed to provide recreational opportunities to urban residents, while stimulating public and private investment through the restoration of natural and historic resources and revitalization of downtown areas.

Urban renewal area: A redevelopment area and plan, approved by the City Council and the legislature, which authorizes the BRA to undertake capital improvement projects in the area.

Urban Self-Help Program: State program to assist cities and towns with populations in excess of 35,000 in the acquisition of park and recreation lands for active and passive purposes.

Urban Systems: Federal and state highway program which allocates funds annually for roadway projects in Boston and in the metropolitan area.

City of Boston
Mayor's Office of Capital Planning

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